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*Three Centuries  
of Freeport, Maine*





THREE CENTURIES  
OF  
FREEPORT, MAINE

BY  
FLORENCE G. THURSTON  
AND  
HARMON S. CROSS



*FREEPORT, MAINE*

1940

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“ ‘Mayne’. . . . Butt in this province there is a bay, called Casco Bay, in which there are many islands, two outlets to the sea, many good harbours and great store of ffish and oysters, crabs and lobsters. In this province, as in all the rest, there are great store of wild ducks, geese and deer in their seasons, strawberyes, rasberyes, goosberyes, barberyes, and severall sort of billberyes, severall sorts of oakes and pines, chestnut trees, wallnut trees and sometimes four or five miles together: the (more) northerly the country, the better the timber is accounted.”

— Report of the Royal Commissioners  
About New England in 1665.





## FOREWORD

THE purpose of this book is to preserve as many as possible of vanishing traditions, that present and future generations may know something of how their ancestors lived and achieved. Since it is impossible to record all that has happened during the three centuries which have elapsed, even though the facts were available, we know that much has been omitted. Nevertheless, we believe that enough has been included to cause pride in the hearts of native Freeporters and to assure other residents that they live in no mean town.

So many have assisted by suggesting sources of information and furnishing us with material that we are unable to name them all here. However, it would be doing an injustice if we did not mention the invaluable aid which the B. H. Bartol Library has rendered through its librarian, Miss Grace M. Rogers and her assistant Miss Mildred P. Stowell, by their unfailing cooperation.

We acknowledge the generosity of those citizens and friends of the town who helped to finance the necessary research: Paul L. Powers, Alpheus G. Dyer, L. C. Maybury, George V. Hunter, L. T. Patterson, L. L. Bean, L. Porter Soule, L. E. Curtis, Doctors Gould and Howard, Ernest L. Varney, Mary A. Woodside, Elwyn L. Davis, William W. Fish, Edward H. Davis, Linwood E. Porter, Perez S. Burr, John R. Lavers, Mark Polakewich, D. R. Arnold, Frank M. Barnard, Samuel L. Porter, Ellen O. Talbot, Grace M. Rogers and William G. Mitchell.





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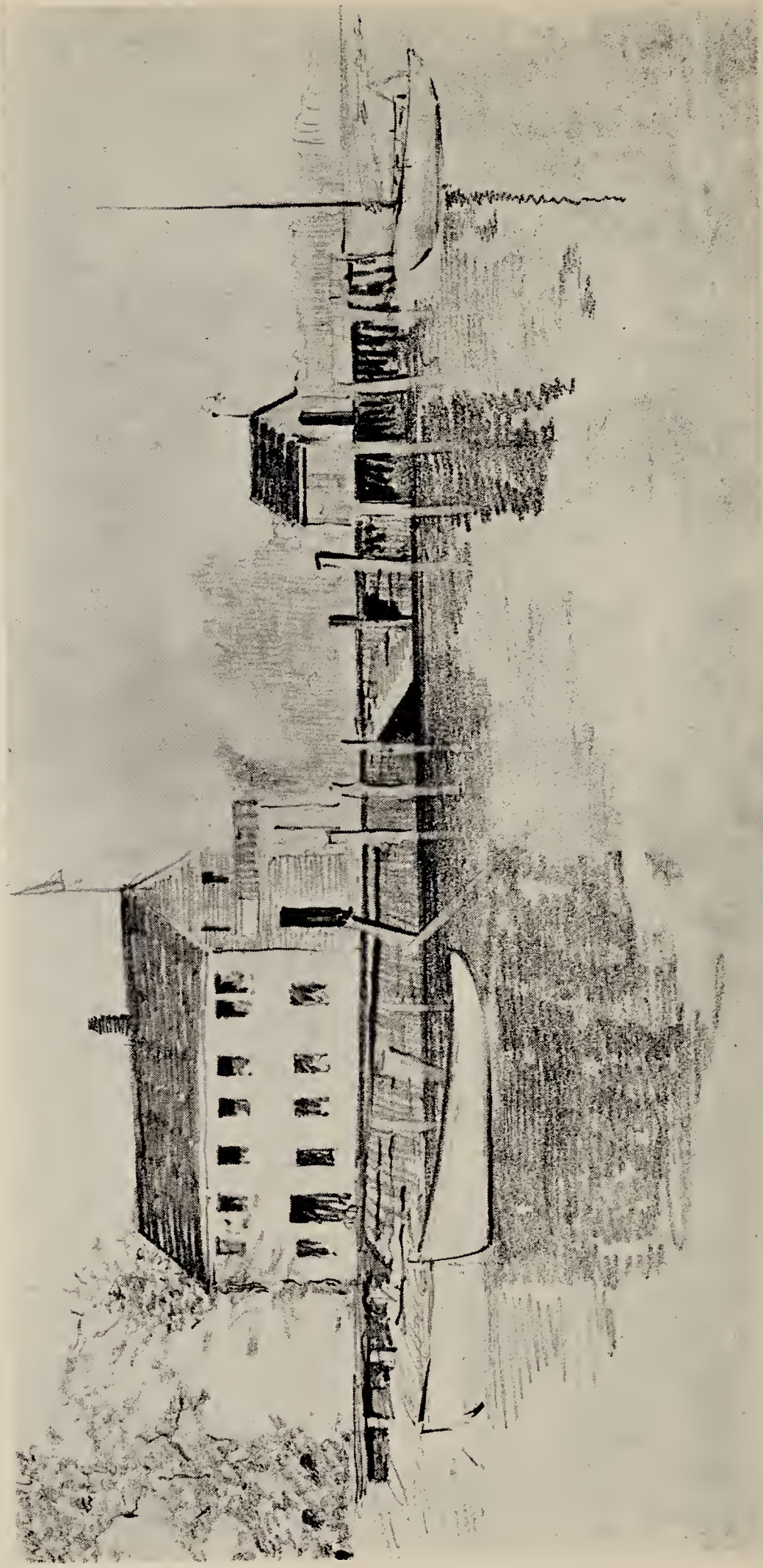


*Three Centuries  
of Freeport, Maine*









*Yacht Clubhouse, South Freeport, about 1900. From a sketch by Leon Banks*

# THREE CENTURIES OF FREEPORT, MAINE

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## I

### *EARLY DISCOVERIES AND EXPLORERS*

FOLLOWING the announcement of Columbus's discovery of a new world the English government sent John and Sebastian Cabot to sail along the northeastern coast of the present United States. This was in 1498–1499, but no attempt was made to explore until more than a century later when in 1602 Gosnold sailed along the coast of Maine. The following year Martin Pring discovered Casco Bay.

In 1604 the French explorer Champlain, who described the Maine coast and made charts of the principal harbors, was not able to find any native who could give exact information regarding Europeans, a possible proof that none had heretofore closely examined her shores. The next year, however, George Weymouth, an English captain, lured five Indians on board his vessel, the *Archangel*, and took them to England. The memory of this treachery must have been one of the obstacles which the early settlers met when trying to establish friendship with the Indians. It is true that one of the five, Squantum by name, was returned and in 1621 visited the Pilgrims at Plymouth and proved that he bore no grudge against the race to which his kidnappers belonged, but, nevertheless, distrust was implanted which was one of the factors contributing to cause the bloody wars which later ravaged early Maine settlements.

The idea of capturing the Indians was not new for in 1500 Casper Cortereal, a Portuguese navigator, in a similar manner but on a larger scale carried away fifty-seven men and boys and sold them as slaves in Spain. Perhaps this earlier outrage had been forgotten in the more than a century which had elapsed before the coming of Champlain but it was unfortunate that Weymouth should have chosen a time to repeat it there two years before the attempt by Popham to establish a permanent settlement on the Kennebec, practically in the same region as the scene of the later kidnapping.

It is very likely that the many islands which shut out the fore-side of Freeport from the open sea and the shoal water along



the shore at low tide prevented a close examination of that township by early voyagers. Their time for exploration was limited to a few months of summer and their attention was primarily given to a search for shoals where fish abounded and to the necessity of procuring a cargo valuable enough to defray the expense of the voyage.

The famous John Smith came to the New England coast in 1614, having whales, mines, fish and furs as immediate objectives. It developed that the whales were not of the right kind to yield oil or bone and mines were not to be found, so the Captain with eight men left the ship and in a small boat explored from the Penobscot to Cape Cod. All that he says which relates to Freeport and which must be shared by all towns on Casco Bay is: "Westward of Kennebeke is the country of Aucocisco in the bottom of a large deep bay, full of many great isles, which divide it into many great harbors."

The real exploration of our shores was probably made by nameless adventurers, seeking fish, lumber and furs, who made no records if they were successful in their quest lest these should fall into the hands of some rival and on the other hand could see no reason to waste time writing of their failures.

We learn that the Council of Plymouth sent a vessel under Sir Richard Hawkins in 1615 to explore the coast of the present New England, but finding the natives at war sailed along to Virginia. In 1616 Sir Ferdinando Gorges despatched a ship under Richard Vines and another in 1618 under Captain Edward Ricroft for the same purpose. Also in 1616 four ships from Plymouth and two from London were able to catch full cargoes of fish, which they took to England and Spain.

Monhegan to the east and Saco to the west were frequented by fishermen and may have been more or less permanently occupied before the arrival of the Pilgrims at Plymouth in 1620, but the lands at the "bottom of the large deep bay" were probably less often visited. Later there came a market for the lumber which was so good and plentiful within the boundaries of the future Freeport, thus attracting a more stable class of settlers than that of wandering fishermen.

## II

### *INDIANS*

CHAMPLAIN, in his explorations, found no fixed settlements of the Indians. He was told that the savages lived at the head waters of the rivers and the carrying places from stream to stream. There were some living along the coast, perhaps in the summertime, when shellfish could be obtained. The great shell heaps found at various places along the coast prove that enormous quantities of oysters, clams and quahaugs were consumed by people living here before the whites appeared. If these were Indians there must have been large numbers of them and the feasts must have been renewed year after year for many years to produce the deep and extended deposits along the Damariscotta River and in other localities. In smaller sizes these heaps exist along Freeport shores. They are mostly made up of clam and quahaug shells, although oysters were not entirely extinct here when the whites arrived. In some cases bones, stone implements and Indian pottery only are found in these heaps, proving that they were made previous to settlement by the English. Shell heaps after their arrival may be identified as to the time of their origin by the presence of broken glass or other products of civilization.

Along the shore of Maquoit Bay a large number of hearths or places where Indian fires were built, have been uncovered. These are perhaps two feet below the present surface and from one foot to eighteen inches in diameter. Below each hearth the leaching of centuries of rain has made an inverted cone of discoloration extending downward a foot or two into the soil. These are more numerous on prominent heights but have not yielded implements or bones.

Lane's Island was a favorite camping site and shell heaps bear testimony to its use as a feasting ground. One end was used for burials and now and then a skeleton is uncovered by the action of the weather. Throughout the town stone implements of various kinds are picked up from time to time. These include arrowheads, knives, chisels and other Indian relics.

There seems to have been a thinning of the Indian population due to wars and a pestilence just before the Europeans appeared in New England, thus making settlement by the latter



much easier. Since few, if any, of the newcomers were sufficiently interested in the Indians as a race to study their origin and traditions, we have little information of value regarding them, for by the time a desire to know such facts came the tribes were so decimated and scattered that the greater part of their native wisdom was lost. Cruelties and ruthlessness had aroused such hatred that neither side cared to know much about the other. As will be shown by a study of Indian wars, nearly every early family in Maine has traditions of killing, enslavement and property loss which was due to encouragement and leadership from French Canada.

The part of Maine in which Freeport is located was swept by glaciers thousands of years ago. If there were preglacial inhabitants all traces were destroyed by ice which planed off the soil and rocks to a great depth. It follows that all traces of inhabitants must be of a recent race or races with scant time for many predecessors to those found here by Europeans. Red Paint Indians, so called because of the red ochre used in their burials, may have existed as a previous race but none of them have left permanent construction or records. Therefore, all that can be done is to piece together what is known of the Indians when discovered. This is made more difficult by the fact that those who thought that they had the interests of the Indians at heart tried to make them over to their own pattern, as did Eliot on the English side and Rasle on the French, instead of seeking to emphasize their good points and minimize their bad customs. Perhaps as a race they were doomed by either course, but it seems that that end could have been attained with greater happiness for both parties concerned by some other method. It appears that certain of the whites, both English and French, as well as the Indians, should be blamed for what happened when the wars came but wherever the blame is placed in the end the innocent suffered more than the guilty.

Williamson says that Captain Francis, an old chief, claimed that the Indians from the Saco to the Saint John River were brothers, for he could understand them when they spoke but that he could not understand the others. The chief affirmed that the Sacos were the oldest and that the others toward the east were younger, the youngest at the Passamaquoddy. The group of tribes as a whole was named Abenagues or "Men of



the East," and was divided into four subgroups, viz: the Sacos, the Anasagunticooks on the Androscoggin, the Canibas on the Kennebec and the Wawenocks, who were eastward from the Kennebec. These were the tribes with which the settlers of the future Freeport had to deal, although the subtribe, Pejepscot, of the Anasagunticooks had residence at Brunswick Falls, Maquoit and Mare Point and from remains unearthed may have had a village at the latter place when the plague so greatly reduced their numbers about the year 1615. If the shell heaps and hearths of Freeport are of fairly recent origin they must have been made by this tribe or by Indians friendly to it, for the Pejepscots were warlike and not inclined to tolerate intruders who were hostile.

According to Williamson the number of Indian warriors in the Abenague tribes in 1615 is as follows:

Sacos	900
Anasagunticooks	1500
Canibas	1500
Wawenocks	1100
	<hr/>
	5000

At that time the total Indian population of Maine was estimated at 37,000, including the Tarratines or Penobscots, the Openagos or Quoddies and the Marechites.

### III

#### *EARLY GOVERNMENT AND ORIGIN OF TITLES*

IN 1620 King James First of England granted land in the western hemisphere between forty and forty-eight degrees of north latitude to a Council of Forty in the town of Plymouth. This grant is the basis of ownership in the territory now included in the present town of Freeport. In 1622 the Council granted to Sir Ferdinando Gorges and Captain John Mason, two members of this Council, all lands between the rivers Merrimac and Sagadahoc, extending back to the Great Lakes and the river of Canada. In 1634 a division was made in which Mason took the land on the western side of the Piscataqua (now New Hampshire) and Gorges the eastern territory on the side of the same river, all of the present Maine, New Brunswick and Nova Scotia. Gorges' sympathies were with the Stuarts, the reigning family of England, and although over seventy years of age when civil war broke out he took an active part in hostilities. Made a prisoner at the siege of Bristol in 1645 he died perhaps shortly after, at any rate before 1647.

During civil war in England, Massachusetts extended her influence until in 1658 she obtained control of the Province of Maine. Some years later, the Stuarts having been restored to the throne, Massachusetts' jurisdiction was annulled and Maine was restored to the heirs of Gorges. But an offer of twelve hundred and fifty pounds sterling was accepted by the heirs in 1677, in return for a conveyance of the whole Province to Massachusetts from the Piscataqua to the Kennebec, thus ending the claim of the original proprietors. The English government was offended by this transaction and questioned the right of Massachusetts to acquire the government of this territory along with the ownership of the soil. However, after a delay of fourteen years with the friendly William of Orange on the throne, the Charter of 1691 gave Massachusetts not only Maine but that territory extending to the western limits of Nova Scotia.

There had been opposition to the jurisdiction of Massachusetts in the area of which Freeport is now a part, because the early settlers were members of the Church of England while Massachusetts was under the sway of the Puritans or

Congregationalists. The early Indian wars destroyed the influence of the Church of England by killing or scattering its communicants, but it is a fact that even the later subdivisions of old North Yarmouth, the mother town of the area in which we are interested, were influenced by considerations of religion or churchgoing. Harpswell became a separate and independent town because of the great distance between its inhabitants and the Meeting House Under the Ledge, while Mare Point joined Brunswick because of the conveniently located meetinghouse of that town. Freeport also desired to conduct her own affairs when the union of church and town was such a reality that taxes were assessed upon all to maintain the church and minister, and for that reason sought and obtained a separate town government. Pownal, too, was irked by dependence upon Freeport's minister and became independent in order that she could have her own religious establishment.

In 1673 Robin Hood and other Indian chiefs, Derumquen, Abomhammon, Weromby and Robein, sold to Thomas Stevens of Kennebec a tract of land two miles wide on both sides of the present Royal River, from the first falls to the head and including "every branch and creek belonging," the whole comprising perhaps one hundred thousand acres, some of which were in Freeport. When the town of North Yarmouth was resettled in 1722 this claim was disregarded in the division of lands and became subject to litigation, which in 1748 finally set aside the Indian deed. The basis of the decision was that the Indians had no right to the soil in fee simple which they could legally convey.

What the Indians received was an unnamed "valuable consideration" and what they conveyed were doubtless their rights to camp, hunt or reside in territory which they owned in common with others of the tribe. Ownership, as the English interpreted it with full and sole rights to the land, was probably not understood by the red men and only the fact that their numbers were greatly diminished by disease restrained them from resenting the presence of the settlers earlier and more vigorously. No doubt this lack of understanding caused much of the hostility generated on both sides, for Indians have been known to sell the same land more than once and the whites have often obtained large grants in exchange for a few trinkets. Land thus



cheaply obtained was frequently resold to third parties who were ignorant of conditions and upon whom in this way a loss was imposed. In the Stevens case just mentioned claimants came from Boston and London, England, as well as from other parts of this country.

The resettlement plan of North Yarmouth in 1722, as voted and carried out by Massachusetts, together with grants made or approved at that time, give the immediate basis for titles of real estate now held in Freeport.

## IV

### *FIRST SETTLERS*

IN its earliest days, when this section was known as a part of old Wescustogo and later of North Yarmouth, there is little doubt but that there were dwellers here of whom we know nothing today. Whether through Indian tragedy or some more everyday circumstance they have passed, leaving no trace that can be followed. It is, therefore, only those who have left us tangible evidence of their life here, by means of old records and petitions, who can be truly described as the town's first settlers.

The earliest such seems to have been one William Royall (his name spelled variously Rial, Riall and Ryall), who had been sent by the Governor and Company to "Captain Endecot as a cleaver of timber." He was living in Salem, Massachusetts, in 1629, with a grant of land in what is now Beverly, Massachusetts, which is still known as Ryall's Side or Royall's Neck. He married Phoebe Green and had four sons, William, Isaac, John and Samuel. His mother-in-law later married Samuel Cole, the keeper of Cole's Tavern, the earliest one of record in Boston.

He is mentioned as being settled on Casco Bay as early as 1636 and a few years later moved to Wescustogo or North Yarmouth. The deed confirming this property (which included land now in Freeport) is the first recorded conveyance of land hereabout. And because this is a history of Freeport, we give below only that part of the deed which pertains to the latter town:

"Know all men by these presents, that I, Thomas Gorges, Deputy Governour of the Province of Main, according unto the power unto me given from Sir Ferdinando Gorges, Knight, Lord Proprietor of the said Province, have, for divers good causes & considerations me thereunto moving, given, granted, bargained, sold, enfeoffed & Confirmed unto William Ryall of Casco, his Heirs & Assignes forever . . . viz: The land whereon his house standeth: being bounded on the East where the lot of Arnold Allen begins; on the South with the Sea; on the West bounded



with a Creek's mouth running on the back side of his house; also an Island before his house, being by estimation Twenty Acres, be it more or less.

In Witness whereof I have unto this present Deed of Sale set my Hand and Seal this 27th of March 1643.

THOMAS GORGES, *Deputy Governour.*"

The description of this lot of land places it beyond a doubt as being at what is known as Fogg's Point, and was evidently the site of Royall's first home in North Yarmouth, as the deed sets forth that he had a house standing there at the time this paper was drawn. He lived here for only a few years before going to live at his well-known farm on Royall's River and in this way passed from our records of the beginnings of Freeport.

In 1674 his son-in-law, Amos Stevens, is supposed to have joined him, settling on Wolf Point, now the southwest part of the town.

James Lane arrived in 1658, coming from Malden, Massachusetts, where he had settled in 1656. He had been a citizen and tradesman in London, England, in 1654 and probably was a member of the Worshipful Company of Turners in that city. The family came from Rickmansworth, Herts, England. Prior to his coming to North Yarmouth he is mentioned as having been a landholder in Falmouth. He seems to have been experienced in military matters, having been made a sergeant in the trainband of North Yarmouth, a part of the more important company of Casco (Portland) in 1665-1666. There is a record of his having served on a jury in 1666 at Casco and at that time was known to be of North Yarmouth. Also a petition to Massachusetts to take over the government of North Yarmouth, dated April 26, 1673, bears his name. He settled on the neck of land on the east side of Cousins River, now Fogg's Point and although this is a part of the Royall grant and probably Lane bought it from Royall, no deed seems to exist to make certain this point. His holdings also included Lane's Island, sixty acres at Little River, sixty acres at Sandy Point and two islands, Reding's and Mosier's. He received the deed to his land in 1673. A small and old house near the shore was his first home, his subsequent one being new and more pretentious, in which he was living at the time of the outbreak of the first In-

dian war and which he and his family were forced to abandon.

He was married twice, Ann being the name of his first wife. His daughter also bore the name of her mother. He had six children, Ann, Henry, James, John, Job and Samuel. John, who was born in 1653 married Dorcas, daughter of John Wallis of Falmouth. They lived near her father at Purpooduck Point, moving to Gloucester, Massachusetts, at the time of King William's War in 1687 and had five children. John died January 24, 1738. Samuel and Henry were living in North Yarmouth in 1688. The pioneer, James Lane, was killed during the Indian war of 1676, in the attack on Jewell's Island.

An amusing tale of those early times has come down to us, dealing with this family. In 1666 John Mosier was indicted for traveling on the Sabbath and fined "5 shillings and officers' fees 5s this 10s, to be forthwith paid; and if afterwards by 2 evidences he can make it out that upon the sabbath he traveled purposely, as he pretends, to look after Mr. Lane, who that day, as the said Mossier pretended, was in danger of being drowned, then the said Mossier is to have his 10s returned to him again." There is no record of the ten shillings having been returned, so perhaps the court's suspicions that Mosier was traveling for pleasure instead of succour were rather well grounded.

Nothing is known of Peter Hicks of Dorchester, who is said to have married Sarah Clapp Mather (the young widow of Joseph Mather) save that he lived on Harraseeket's or Hick's Island. He was probably the son of Samuel and Hannah Evans Hicks. After the sale of this island property to John and Eliza Danforth he moved to South Carolina, where he founded a place known as Dorchester.

First mention made of Richard Bray is on February 3, 1651, at which time he bought one-half of John Cousins' Island and land in the present Freeport. We know that he had holdings here and sold to Nathaniel Wallis "4 acres of marsh ground lying in the place called Wesgostukett, being betwext Arisickett river & Westgostuggo river. . . . [also] 40 acres upland & 15 acres of Marsh Joining both together, Scituate & being between Wosgoostukett & Ariseekett river, the Marsh being bounded with a river, comonly called ye Little river, ye upland Joining to it." These latter two parcels had been owned



jointly by Bray and John Cousins, the above conveyances being made in 1672.

He probably lived near James Lane, whether later than 1672 is not clear. According to Savage he was of Dover, 1657, Casco, 1658, and probably of Boston, 1687, as gunner's mate. We do know, however, that he deeded to his son John in 1669 half the land he bought of John Cousins. And also that his wife's name was Rebecca and that the daughter, Hannah, married one Hazeltine. A son had married Mary Sayward, daughter of Henry and Mary Sayward. Both sons, John and Nathaniel, were killed by Indians in 1676 while trying to save their cattle from this enemy.

John Bustian (Bustin) owned Bustian's Island and lived there until he sold it to William Haines, who lived nearby on Flying Point.

William Haines came from Salem, Massachusetts, between 1652 and 1672, to escape the jurisdiction of Massachusetts. He was the son of William and Sarah Ingersoll Haines, whose family on the maternal side had lived in Falmouth during the latter part of 1600. He had been a schoolmaster in Falmouth, fleeing to Lynn when the Indian wars broke out. He was "clark of ye band" (trainband), the North Yarmouth militia. Previous to 1674 he married Margery, daughter of Nicholas and Margery White, and had "Severall children born in ye sd place [North Yarmouth]; the sd claimer being one of them." This entry appears in the Book of Eastern Claims, in the testimony of their son, Francis, who made a claim for the lands owned by his father at Pine Point and Bustin's Island, which his father had improved for some years "previous to his death in Newburyport 1702." William Haines had lived in Boston, Lynn, Kittery, Portsmouth and various places, and for a living teaching school in some and drawing papers in others. The family lived for some time at their place in Spurwink, being there in 1675, then buying at Purpooduck they made their residence there for awhile, later living in Gloucester and Marblehead.

There appears to have been some lack of neighborliness between this Haines and John Cousins, for on October 1, 1667 among the Presentments and Indictments by the Grand Jury at Casco we find that "William Haynes is indicted by John Cos-

sons for a common liar. William Haynes being questioned upon his indictment, which could not be legally proved was discharged." But Haines was not to be outdone and the records bear witness that "John Cossons is indicted by William Haynes for playing cards upon the Sabbath day, the indictment not legally proved further Cossons was acquitted."

Little is known about Richard Dummer other than the fact that he lived at Pine Point (now Flying Point) about 1666 and was probably born at Bishopstoke about 1598, but the English records being lost there is no proof of this extant. He was a well-known inhabitant of Old Newbury, Massachusetts and in all probability connected with the so-called "Company of Herdsmen" that projected a settlement at Sagadahoc. An interesting description of his holdings as set forth in a claim made by his son, Jeremiah, is as follows:

*"Febry 8th, 1713-14. Dummer Boston Esqr. claims a tract of land (as he saies att Casco Bay) beginning at a point called Pine Point, running from thence to another point called Tobacco Point [late called Little Flying Point in an old deed, also in County & Coast Survey maps] & so Upwards into sd woods till eight Hund & odd acres, not exceeding nine Hund acres, are made up, by vertue of a Grant from Presedent Danforth Dated 27th June 1684, hiered [heard?] by said Danforth & Sealed: Mr. George Cleaves had Granted the sd tract to Mr. Richard Dummer."*

Thomas Redding and his wife Eleanor lived on what is now known as Lambert's Neck on the east bank of the Cousins River. Their house was possibly situated on "Reding's Creek" and in a westerly direction from James Lane's. Redding had lived in Saco in 1653 and had been at one time a tenant of Mr. Purchase at Mare Point. A son, John, born 1660, lived in Weymouth, Massachusetts and died November 17, 1716 in Gloucester, Massachusetts. There were also two daughters, one of whom married John Taylor, the other Henry Donnell of Jewell's Island. As Thomas Redding is not mentioned in the Indian wars it has been assumed that he died previous to 1676.

Even in those early times when neighbors were very few and scattered and there were fair distances between their houses



life did not appear to be any more harmonious than it is today. A grievance against Eleanor Redding was aired in court concerning her neighbor across the creek and we read that on November 13, 1666:

“In answere to a Complaynt made by John Cossons, Constable of Westquotoqua to this Court against Ellenor Redding, touching her abuseing of Ann Lane, wch Complaynt upon examination this Court finding not to come within yr proper Cogniscence, as not being presented to them within one yeare & a day: Do thence determine to give the sd Ellner Redding an Admonition & shee paying the officers’ fees, five shillings is discharged.”

What the punishment for this offense would have been had the complaint been presented within the one year and a day limit is problematical, for the town appears to have been lacking in the instruments of punishment usual in that day. This, however, did not escape attention for the preceding year, 1665, “Westcustogo was presented and fined 40 shillings for not attending to the Court’s order for not making a pair of stocks, cage & a ducking stool.”

There is little known of Arnold Allen’s life in old North Yarmouth other than that he owned land at Boardman’s Point, on the west side of the Harraseeket River in 1643.

Thomas Shepherd and his wife Anne in 1666 lived on a peninsula, then called Shepherd’s Point and now known as Wolf’s Neck.

The dwellings of these pioneers were of necessity log cabins and a description of them, how they were built and the appearance they presented, is given by Sewall in his *Ancient Dominions of Maine*, which informs us that:

“A simple structure of logs was reared from the butts of the ancient trees, fallen by the pioneer axe on the spot where they were cut down for a clearing. The walls of a rectangular structure thus built were covered with bark or thatch. The enclosed earth was excavated for a cellar, which was unwallled. The excavation was then planked over with riven logs of pine, and a trapdoor in the centre of the flooring let you into the bowels of the primitive



structure, consisting of a single room below and a garret above, to which a ladder led the ascent. In one corner of the log-walled room, a large fireplace opened its cavernous depths. The back and one side was built of stone, while a wooden post set the opposite jamb, supporting a horizontal beam for a mantel-piece. Through the bark, thatch, or slab roof or outside and up the back wall of the building, was reared a bobwork of cleft wood, whose interstices were filled with a mortar-clay, which, in place of brick and mortar, was called 'cat and clay.' On the hearth, usually a flat stone, an ample store of wood was heaped, which was felled at the door, while the capacious fireplace, glowing with light and heat from the blazing hearth-pile, not only illumined the whole interior, but afforded a snug corner for the indiscriminate stowage of a bevy of little ones."

During the years of their settlement in this new country we should know very little of the everyday life of these pioneers from actual record were it not for a description of the people of Casco Bay of those days which has come down to us. This was related by a contemporary writer, John Jocelyn, in his *Voyage Up The Coast of Maine* in 1670:

"The people in the Province of Maine may be divided into magistrates, husbandmen or planters, and fishermen; of the magistrates some be royalists, the rest perverse spirits, the like are the planters and fishers, of which some be planters and fishers both, others meer fishers.

Handicraftsmen there are but few, the tumelor or cooper, smiths and carpenters are best welcome amongst them, shopkeepers there are none, being supplied by the Massachusetts merchants with all things they stand in need of. English shoes are sold for 8 or 9 shils. a pair, worsted stockings of 3s.6d. for 7 and 8s. a pair, Douglas, that is sold in England for 1 or 2 and 20 pence an ell, for 4s. a yard, serges of 2 or 3s. a yard, for 6 and 7 shillings.

They have a custom of taking tobacco, sleeping at noon, sitting long at meals, sometimes four times a day, and now and then drinking a dram of the bottle extraordinarily. . . . They feed generally upon as good flesh, beef, pork,

mutton, fowl, and fish as any in the world besides. Their servants, which are for the most part English, will not work under a half a crown a day, when they are out of their time, although it be for to make hay, and for less I do not see how they can, by reason of the dearness of clothing. If they hire them by the year, they pay them 14 or £15 at the year's end, in corn, cattle, and fish; some of these prove excellent fowlers, bringing in as many as will maintain their master's house, besides the profit that accrues by their feathers.

The fishermen take yearly upon the coast many hundred kentals of cod, hake, haddock, polluck, &c., &c., which they split, salt, and dry at their stages, making three voyages in a year. When they share their fish, which is at the end of every voyage, they separate the best from the worst, which is known when it is clear like a lanthorn horn and without spots; the second sort they call refuse fish, that is, such as is salt-burnt, spotted, rotten and carelessly ordered; these they put off to the Massachusetts merchants, the merchantable for 30 and 32 reals a kental [112 pounds], the refuse for 9 and 10s. the quintal. The merchants send the merchantable fish to Lisbon, Bilbo, Burdeaux, Marsiles, Talloon, Rochel, Roan, and other cities of France, to the Canaries with claw-board and pipe-staves, which is there and at the Charibs a prime commodity. The refuse fish they put off at the Charib Islands, Barbadoes, Jamaica, &c., who feed their Negros with it.

To every shallop belong four fishermen, a master or steersman, a Midshipman, and a foremast man and a shore man, who washes it out of the salt and dries it upon bundles and tends their cookery.

These often get in one voyage 8 or £9 a man, but it doth some of them little good, for the merchant to increase his gain by putting off his commodity in the midst of their voyages, and at the end thereof comes in with a walking tavern, a bark laden with the legitimate bloud of the rich grape, which they bring from Phial, Madera, Canaries, with brandy, rum, the Barbadoes strong water, and tobacco; coming ashore he gives them a taster or two, which

so charms them, that for no persuasions will they go to sea, although fair and seasonable weather for 2 or 3 days, nay, sometimes a whole week, till they are wearied with drinking, taking a shore 2 or 3 hlds. of wine and rum to drink when the merchant is gone.”

Intermittent killings and burnings by the Indians had been endured by the courageous pioneers, but the outbreak of King Philip's War in 1675 pointed only too clearly to but one thing for them — annihilation — and those who were able to escape death from the enemy abandoned their homes and fled.



## THE SECOND SETTLEMENT

MASSACHUSETTS took over the Province of Maine through purchase from the Gorges heirs in March, 1678. The following month April 12, 1678, the Peace of Casco was signed between government commissioners and the sachems of the Androscoggin, Kennebec and Saco tribes at Falmouth (Portland), which was very encouraging to the settlers who were returning to their lands to rebuild the homes they had lost. Apparently this optimism was shared by the Bay State as well, for although the opinion had been held that the recently acquired Province should be sold to help meet the Indian War expenses (the General Court having at one time even ordered that this be done) nothing ever came of it. Instead of disposing of this acquisition the Court cast about for a suitable method of government for it. The plan of government evolved had for its head a Provincial President, a Council and Chamber of Deputies, Deputy-Governor Thomas Danforth of Massachusetts being chosen for Provincial President.

This taking over of Maine by Massachusetts was opposed by a large number of inhabitants of the former state, chiefly because of their land titles. If Massachusetts did not recognize as valid those titles held under either Rigby or Indian deeds many of the settlers stood to lose their holdings. It was this fear which caused them to send a petition to King Charles the Second, protesting their governing by Massachusetts and entreating his direct jurisdiction. Richard and John Bray, Robert and William Haines, as old proprietors, were among the signers of this document. Nothing appears to have been done concerning this by the Crown, for during March, 1680, Provincial President Thomas Danforth set up the first Provincial Government of Maine at York.

In his history of *Ancient North Yarmouth and Yarmouth, Maine*, the author says that:

“There was an ancient grant of a part of the region of Wescustogo given either by Gorges or his son to a body of proprietors represented by Joseph Phippen, prior to the breaking up of the first settlement. We know this, how-

ever, only by allusion and no record of it has as yet been found. It evidently consisted of the country lying to the east of Royall's River along the lower bay and known by the original Indian name of the locality, Magocook. In the days before the first Indian war its settlement had been vigorously promoted. The enterprise, now that peace had been restored, was renewed."

A petition in regard to this matter made to the General Court brought the petitioners the following act of confirmation:

"Plantation Grant 11 June 1680. In ansr to the peticon of John Royall, Joseph Phippen, Francis Neale, Sen., Georg[e] Ingersoll, Robert Nickles, Jno. Inger[s]ol[l], Francis Neale, Jun., Jno. Wales [Wallis?], Jno. Johnson, Jonathan Putnam, Jno. Pickering, Jno. Marston, humbly desiring this Court to grant them a plantacon at the bottom of Casco Bay, on a river called Swegustagoe, &c., the Court, consisting of the Gounor & Company judgeth it meet to grant the petitioners five miles square, to be allotted out for a towneship & two of the Islands adjacent to the place propounded for by the peticoners, and doe order that a committee be impowered for the enterteyning of Inhabitants & granting of allottments and laying out the bounds of the said toune, and no Indian purchase formerly or hereafter to be made shall give interest to any person in said lands, but by the approbation and allowance of the said committee, reserving to the Gounor & Company the royalties and priviledges due by charter, to the cheife lord proprietor & a farme of three hundred acres in any place where the president of the said province shall appoint and choose: and all this on condition that they settle twenty or thirty families, with an able minister, within two years: also they shall allow, as an acknowledgement of the Govnor & Company, or the cheife proprietors by his majesties' charter, after the first seven years expired, five beaver skins pr annum."

The Provincial Government was established in August, 1680, at Fort Loyall (Portland) by President Danforth, who, accompanied by his assistants Nathaniel Saltonstall and Samuel Nor-



well and something less than a company of soldiers had arrived there in two sloops.

During the following month an order was issued by this authority concerning the new town and in which it is mentioned for the first time by its present name:

“Att Fort Loyall in Falmouth 22d September 1680; and for the further Inlargement & Incouragement to the Settlement of the Township by the Governour & Company of the Massachusetts on the Easterly side of the Westcuscoggo River in Casco Bay: It is hereby granted unto them that the waste Lands lying between the said Grant and Falmouth shall be added to the Township: also an Island lying between the Sea and said Township called New Damerases Cove: It is also hereby ordered and declared that the name of the said plantation shall be North Yarmouth.

Pr. THOMAS DANFORTH *President.*”

An early form of town government was attempted when the General Court in June, 1680, appointed four men, Silvanus Davis, Bartholomew Gedney, Walter Gendall and Joshua Scotow to care for and further its interests. No doubt preliminary work on this matter of starting a new town was done during the year before they met on July 13, 1681, but there does not appear to be any record of meetings of these trustees previous to that date. Main's Point was chosen by them as an advantageous spot for the settlement and a plan drawn for laying out the town, but nothing came of it.

The record of the return of the old proprietors to what is now Freeport gives us but one family, Samuel and Henry Lane, sons of James Lane, who resettled at Fogg's Point.

Through deeds of land more than any other means, we know of the presence of a small number of the inhabitants of the town, however, these deeds are very few. Among them are:

“12 April 1680 Ellner Redding widow of Thomas Redding of Casco sold to Mary Higginson late widow and executrix of Joshua Atwater of Boston 200 acres of land in Westgustoggoe River bounded by Jas. Lane.”

“On November 1682 Warranty Deed: John Royall of North



Yarmouth to Amos Stephens, of Boston, Sailor, to fourteen acres of land off from his part of the neck.”

This Amos Stephens married a daughter of the original William Royall and died before the final resettlement in 1722.

There is one other deed some years later, bearing the date of:

“16 *November* 1687 Joseph Nash . . . of Boston to Enoch Wiswell of Dorchester all other land in Casco Bay which said Nash purchased of John Mosure, running by the side of the Arisecket River containing 300 acres. Also three parcels more on the side of the upper part of the river, containing 30 acres, with a dwelling-house & frame of a barn there.”

That there might be no question of the validity of the landholders' titles President Danforth, as representative of Massachusetts was impowered to make conveyances to the trustees of North Yarmouth who represented their townspeople. According to the deed given below, the land embracing part of the present Freeport was turned over to Jeremiah Dummer, John Royall, John York and Walter Gendall, through which four men the inhabitants agreed to the following terms:

“*July* 26, 1684 According to the proposalls made and mutually agreed upon att the General Assembly held in above-named Province att York June 16, 1681, Viz, that they, the above-named Inhabitants of the said Town of North Yarmouth for the time being and in like manner that if there be from time to time for their behalf, as an Acknowledgement of Sr Fardinando Gorges & his assigns right to Soyle and government: do pay twelve pence for every family whose Single Country rate is not above two Shillings, & for all that exceed the Sum of two shillings in a Single rate to pay three Shillings pr family Annually in money to the Treasurer of the said Province for the use of the Cheif Proprietor thereof . . . and in case of Omission or Neglect on the part or behalf of the said Inhabitants to make full payment Annually in manner as is above expressed and hath been Mutually consented and agreed unto itt shall then be Lawfull for the said President of the said Province. . . . to Levie or distress upon the estates of

any of the Inhabitants. . . . as well as for the said quitt rent, as also for all costs & Charges Accrueing and Arriseing upon the same, And the estates so levied or distreyned and bear, drive or carry away that so much as it shall cost to convey the same to the Treasurer of the Province for the time being or to such place as he or they shall order and appoint."

An earlier historian, Edward Russell, has stated that "At a general town meeting at the house of Thomas Blashfield February 24, 1685, the inhabitants determined on the form of grants to the settlers. . . . here commences an interval in the proprietors' records of thirty-seven years; but by papers on file it appears that a town meeting was held at the house of John Royall, June 7, 1686, 'to hear a proclamation sent by the President and Council of his Majestie's territories and dominions of New England, in America.' At the same meeting, other grants of land were made."

The charter of Massachusetts having been annulled in 1684, the new Governor, Sir Edmund Andros (who had displaced President Joseph Dudley), arbitrarily demanded that owners of land which Massachusetts had granted should obtain confirmation of the same from him. He declared their titles worthless, having become so when the charter was annulled. The magistrates' fees for securing these new titles to landowners were extortionate, but to retain their holdings the latter were forced to comply with the Governor's demand. Among those proprietors receiving such land warrants in 1687-1688 were John, Henry, Job and Samuel Lane.

In the summer of 1685 a group of families who had lost their possessions and been forced from their homes on the island of Eleutheria, of the Bahama group, by their Spanish enemies appeared in Boston. When this became known in North Yarmouth, the idea was conceived of settling some of them in that town and accordingly a petition regarding the matter was presented:

*"To The Honble The President & Council*

The Humble Petition of Jeremiah Dummer, Simeon Stoddard, Jno. Foster & Walter Gendall. In behalf of themselves & sundry others: Sheweth: That Mr. Danforth,



late President of the Province of Maine, formerly granted to ye Petrs — Gendall & others, a tract of Land for a Township in Casco Bay on which some Settlement & Improvement are Began & towne Called 'North Yarmouth.' But In grants of farms in the sd town and Lands adjacent and the proprietyes of Mr Gidney and Mr Wharton, the said town is not likely to arive to any Considerable growth nor sustaine the Charges incident without assistance and Inlargement: & whereas most of the Distressed people that are come from Ilutherea [Eleutheria] are rather willing (if any will venture for their supply & accomodation) to settle in the Country than to transport themselves: — And yor Petrs who have Some of the Best & most accomodable farmes for ye sd Town, being not only willing to annex the Same thereto butt Otherwise to concerning themselves for promoting a Settlement and hoping Mr Gidney & Mr Wharton may be prevailed with upon Condishon that the west & Interjacent Lands & Islands may also be added thereto to afford further Enlargement & accommodation. Yr Petrs Humbly pray that all the waste lands between Mr Whartons Land being about three miles to the westward of Puggamugga river [probably Burgoming river] & Mr Gidneys bordering upon the Same, being not Impropriated, may be granted to yor Petrs for themselves & Such as may be willing [to] concern themselves with them in planting & peopling the sd Town & that the sd Puggamugga river, if Mr Wharton consents thereto, may be the Stated Easterly Bonds of sd township, or Otherwise, that meet persons may be appointed to run the line between such lands as you shall be pleased to allow to ye sd Town & Mr Wharton's Land that the present Settlement may not be discouraged nor these poor people who may make a considerable addition to a new plantation may nott be driven away for want of those supplys yor Petrs are willing to add to the puplique Charyty & Benevolence.

And yor Petrs Shall Ever Pray

JERMH DUMMER

SIMN STODDARD

JOHN FOSTER

WALTER GENDALL"

Sept. 16, 1686

This petition was granted and nine families arrived to attempt a settlement on the two hundred acres which had been given for that purpose and which extended from the eastern boundary of North Yarmouth to Bunganuc Brook. It is difficult to understand how it could have seemed feasible to try to make successful settlers of these people. Accustomed as they were to tropical life, they were in no way fitted to cope with the cold climate and inescapable hardships of pioneer Maine. It is not surprising, therefore, that with the clearing of a few acres and the planting of about sixteen of them to corn the enterprise should have dwindled and died.

Samuel and Henry Lane, at their farm on Fogg's Point, had trouble with some Indians about this time. It is related that on July 26, 1688, at sundown an Indian and his squaw appeared and asked if they could spend the night there. They seemed friendly and as darkness was fast approaching the Lanes were willing to accommodate them. In the morning, however, it was not so peaceful, for the Indians at once proceeded to the shore and called out to some Indians who had passed the previous night on Lane's Island. As at a signal five of them left the Island and joined the Lanes' overnight guests. At their request fire was given them and they at once started to make a blaze uncomfortably close to the house. One of the Lane brothers reminded them of the danger of setting the house ablaze and carrying the coals to the waterside, told them to make their fire there. This act of caution infuriated the Indians, particularly one by the name of Joseph, who savagely struck out at Samuel Lane. But Samuel soon convinced his aggressor that he was much the better man and probably with the idea of getting revenge, the Indian shouted that he would kill the hogs. He not only made this threat but started towards the animals which were peacefully feeding nearby, swinging his hatchet at them. He was overpowered again and the Indians were driven off without porcine bloodshed but muttering threats. The Lanes lost no time in making complaint to Henry Coombs, who was town constable at the time. He promptly set out after them and with the assistance of John Swarton the fiery Joseph was taken and brought before Colonel Tyng, who fined him for the offense. Joseph claimed to have been drunk with rum, which he said he had bought of John Royall, but which the latter said



had been stolen from his cellar two months previously by Indians.

This trouble with the natives was a forerunner of trouble of a far more terrible nature, for in the fall of that very year another Indian war completely destroyed the town of North Yarmouth.

Nine years later, in 1697, the English and French made peace, signing a treaty at Ryswick and in this way deprived of their unscrupulous allies the Indians also began to think of peace. Accordingly in October, 1698, a commission from Massachusetts held a conference with six sagamores, the result of which was a treaty ratified at Mare Point January 7, 1699.

## VI

### *THE FINAL RESETTLEMENT*

BY 1713 all towns east of Wells had been laid waste and one-third of the inhabitants of the coast of Maine had either been taken captive or killed outright by the Indians. Visited by two wars between the destruction of the settlement in 1688 and the year 1713, it is not difficult to understand how deeds and other valuable papers were destroyed in flaming houses. And how easily all traces of old and well-known landmarks came to be obliterated, in consequence of which boundaries of land became greatly confused, particularly where bounds had been set by stakes and trees or by other perishable markers. Therefore, in order to straighten out this vexatious problem the General Court in 1700 appointed a committee of seven men: Samuel Sewall, John Walley, Eliakim Hutchinson, Nathaniel Byfield, Timothy Clark, Samuel Phipps and Israel Tay, to examine all claims to land which might be brought to them. For several years they held sessions, looking into the titles in question and entering them carefully in a volume known to us as the Book of Eastern Claims. This has been of great value in locating early owners of land as well as facts regarding their property itself. Unlike the case of many towns, the records of North Yarmouth were not destroyed and the Town Book containing them was given to the secretary of this committee, Captain Samuel Phipps of Charlestown in 1713.

The time when the settlers started to return to the site of their old homes is set as being around 1715. Five years later, in 1720, there is evidence that a town government of some kind was established, with four selectmen and a town clerk, which made grants of land. The old proprietors, who although they lived elsewhere still claimed land in the old plantation, in particular, were not content with this manner of handling town affairs and May 30, 1722, joined with the resident proprietors in a petition to the General Court, requesting the same settlement privileges which they had enjoyed under the plantation form of government of 1680. They asked that in order to successfully manage the resettlement of the town and other business a committee be appointed, to consist of five men living in Boston or nearby to take charge of town affairs. It was felt that

under these conditions the town might be settled more rapidly and efficiently. They also desired that the early records of North Yarmouth, in the possession of Captain Samuel Phipps be given to this new committee.

A month later, June 28th, this petition was granted and a committee appointed of five dependable men: William Dudley, Elisha Cook, William Tailer, John Powell and John Smith. As it had been ordered by the Court, the Town Book "be put into the hands of the Committee a fair copy of all be draw out and to North Yarmouth (the original to remain in Boston for the present under the custody of a Clerk to be appointed for that purpose) that attest copies may be given to such as want them," in August Captain Phipps turned over the Book to the Committee. It was not until the following April that this Committee became fully organized. They held their first meeting at the house of John Powell in Boston, where John Smith was elected to the office of clerk. Mr. Powell afterward moved to North Yarmouth the better to look after town matters, and was given full power to adjust any trouble which might arise.

Indian attacks in the vicinity of Freeport were not over, for in 1722, in revenge for Colonel Westbrook's assault upon their town in Norridgewock, they burned St. George (Brunswick) carrying into captivity some families around Merrymeeting Bay, but whatever of a settlement there may have been in Freeport at this time seems to have escaped.

The Committee on North Yarmouth could do but little until after the peace treaty with the Penobscots, which was signed in Boston December 15, 1725, and ratified August 5, 1726, at Falmouth (Portland). Then they systematically set about settling the town. In order that no ancient claim should be interfered with by that of a more recent settler all claims of the old proprietors were adjusted and disposed of first of all. Meetings were held and after allotments of thirty-six homestead lots had been made to the old proprietors (at the same time setting off the "Ministerial Lot" for the parsonage, the "Minister's Lot," the school lot and two others for a meetinghouse site) sixty-four lots still remained to be assigned. For in their plan for settling the town the Committee had fixed upon one hundred families as being the suitable number of inhabitants. These



sixty-four parcels were to be distributed through the drawing of lots, of which Rowe writes: "The method of drawing may be interesting. The names of the remaining lots were written on folded slips of paper and placed in a hat. In another hat were placed in like manner the names of all who were to participate in the drawing. A number of a lot and a name were drawn from both hats simultaneously thus deciding without prejudice the future homestead of the proprietor."

In order to obtain a deed to his home lot and to share in the after division each proprietor was required to build and well finish a dwelling house before the first of June, 1729. He was also to clear and fence five acres of his home lot and to live in North Yarmouth, either personally or to be represented by an able-bodied man, who was to make his home there until the expiration of the designated time. These were anything but easy terms for the proprietors who had drawn lots of inferior land and the greater part of the lots seemed to be of this nature. It is not surprising then that in March, 1730, there were but forty-one completed houses, whether well finished or not is debatable, and twelve frames. All expenses, including building the meetinghouse, paying the minister's salary and the cost of surveying the lands, were met by a tax upon the home lots or rights. Of necessity the people were poor and the complaint arose that the minister, surveyors and carpenters were not promptly paid for their services. In addition to their home lots the settlers were eager for more land to improve, while at the same time the dread of Indians kept them back from leaving the comparative safety of the shore. In the representation which thirty-two inhabitants in 1731 sent to the General Court in regard to the division of the common lands, this fear is expressed thus: "Whosoever's fate it is to have their lots at four or six miles distance, and perhaps poor land, near the head of the town, will not go to work on them, except they intend to starve."

On February 22, 1733, the Committee gave a detailed account of their work in a report made to the General Court. The record of land which had been confirmed to the old proprietors of Freeport, as embodied in this report is as follows:



“One other grant of land made to the heirs of Mr. Richard Dummer, by the Hon. Thomas Danforth, Esq., when president of the Province of Maine containing not more than nine hundred acres at a place called Flying Point and Tobacco Point, as per the grant under the seal of the colony and the plat thereof doth appear. And other claims, altho’ no legal grant appears, by reason of the many Indians wars and the destruction of persons and papers, the committee on view, and consideration of ancient settlements have thought just and reasonable to allow and confirm; As particularly a neck; formerly called Sheppard now Harrisicket on which there were Three houses built, orchards planted and improvements made. So much thereof the committee have confirmed from the point upwards as two hundred and sixty three acres, as the same has been conveyed and platted out to the heirs and legal representatives of Thomas Sheppard and assigns forever. As also four acres of salt marsh lying up said Harrisickett river on the east side thereof granted to John Sheppard in 1686; as per the original grant appears: four acres more granted to Amos Stevens at the same time and place. And all the remainder of the marsh there on the east side of the river to Ann Stevens, granted at the same time, as per the grants appears there. The committee have allowed and confirmed another neck of land adjoining to the land Thomas Gorge Esq. sold William Royal so much thereof as to make up the quantity of two hundred acres from the point, the committee have allowed and confirmed to the heirs and assigns of Arnold Allen, the first grantee from the said Thomas Gorge which land is now in the possession of Offen Boardman or his tenants. One other farm of one hundred and sixteen acres, known by the name of Reddings farm, the committee have allowed and confirmed to the heirs and assigns of J. Redding.”

The subject of recompense for the Committee is then taken up and it is set forth that:

“whereas the proprietors have once and again manifested their desire and have voted the same as much as in them

lay: that the committee and Your Excellency's and Honour's Reporters might be well and honourably rewarded for their pains care and trouble in the management of the resettling of the town, the committee do therefore report that they have given, granted and confirmed unto the Hon. William Tailer . . . and the Hon. Elisha Cooke, . . . a certain island known and called Little Chebasquadegan containing five hundred acres more or less, and to be in equal halves or moiety and to be divided accordingly. The committee have given, granted and confirmed unto William Dudley, Esq., . . . a certain island known by the name of Little Damaris' Cove containing one hundred and fifty acres more or less. And the committee have further given, granted and confirmed unto said William Dudley, John Smith, John Powell and Mr. Timothy Prout, and to be equally divided amongst them . . . one island known by the name of Birch Island, containing one hundred acres more or less. One other island known by the name of Bustain island containing sixty acres more or less. One other island and a small island adjoining at low water known by the name of Goose or Hope islands containing one hundred and forty acres, more or less, and the piece of common land lying westward of the town bounds at Bungomug River to the land (made mention of in this report) granted to the heirs of Mr. Richard Dummer, and four hundred acres to the westward of said Dummer's land and bounded therewith and the lots No. 46 & 48, in the range marked." Mr. John Powell was also given "a small island known as Basket island, containing five acres more or less."

"Finally the committee propose that they may be dismissed and the town have the powers and privileges of other towns. And that the common and undivided lands be hereafter managed, divided, improved and disposed of by the proprietors according to their interests, there being now one hundred and five as aforesaid and not by the town as such. . . ."

This report was accepted and April 6, 1733, the General Court passed an order authorizing Samuel Seabury of North

Yarmouth to call a meeting of the inhabitants "to chuse Selectmen, Constables, and other ordinary Town officers to manage the Presidential affairs of said town," and pursuant to his warrant, a meeting was held in the old meetinghouse May, 1733. This formal town meeting was a significant one for it marked the beginning of an independent and self-governing North Yarmouth.

About four years later the town was called upon to deal with a foe as dangerous in its decimating power as the Indians. This was the terrible "canker or throat distemper," which spread from New Hampshire to Maine and of which Parson Smith writes in his Journal under date of May 1, 1737: "The distemper is now bad in North Yarmouth." And again later in the same year: "December 1, We have melancholy accounts of the sickness at North Yarmouth." The following year he also notes that on June 27: "The canker distemper is broke out . . . and at North Yarmouth."



## VII

### MEANS MASSACRE

IN 1747, the Indians captured Joseph Knight of Windham and carried him into captivity in Canada. He remained there long enough to learn the language and ways of his captors so that when he was made prisoner for the second time in February, 1756, he was able to discover their plans without arousing suspicion. He soon learned that a large war party was to surprise the English settlements from Brunswick to Saco and made up his mind to warn the threatened people. Allowing the party a few hours' start he took what food he could and followed the trail until he found the Indians at a place on the eastern bank of the Androscoggin, which he recognized as the site of the camp made at the time when he was captured. Here the party divided and Knight started in the direction of Falmouth to give the alarm. Parson Smith in his Diary records his arrival under date of May 10: "This morning we are alarmed with young Knights who escaped from the Indians three days ago and got to North Yarmouth this morning, who brings news of one hundred and twenty Indians coming upon the frontier who are to spread themselves in small scouts from Brunswick."

It was one of these "scouts" which brought about the Means Massacre. The date of this has been a disputed point but there are two facts which seem to leave no question but that it happened on May 10, 1756. One is that a company of soldiers sent from North Yarmouth and Casco found the Indians' camping place deserted on May 11, showing that they had completed what they set out to do and had gone back to Canada. The other is an epitaph in a Brunswick cemetery, which according to *Old Times* reads as follows:

"Thomas Means, Died May 10, 1756, aged 33."

In May, 1756, Thomas Means was living in a log cabin situated near the shore, just above Little Flying Point, on the farm now owned by Carl Ulrickson. An Indian raid was in progress and the outlying settlers had been warned to take refuge in their garrison houses but the Means family decided to wait until the next morning before going to the safety of the garrison house on Flying Neck, situated on the farm now owned



by Henry Nudd, but then probably owned by Reuben Brewer. The distance in a straight line was a scant half mile but some circumstance induced them to take the risk of delay.

The family consisted of Thomas and Alice Means, the parents, Alice, Jane and Robert who were their children, Molly Finney, the sister of Mrs. Means and a hired man named Martin. Shortly after daybreak an attack was made on the cabin and Thomas Means was killed. At the time of the attack Mrs. Means was holding Robert, aged eighteen months, in her arms. A second bullet passed through the infant's body, killing him and then entered his mother's breast, where it remained as long as she lived. While this was taking place Martin, in the loft above, was searching for his gun, mislaid in the dark. When he found it he fired into the group of Indians, wounding one of them. The enemy, uncertain regarding the force opposed to them, retreated but forced the child Alice and Molly Finney to go with them. Alice eluded her captor but Molly Finney, aged sixteen, made the long journey to Quebec, where she was sold to a Frenchman and forced to serve as housemaid until Captain William McLellan of Falmouth, now Portland, discovered her and aided her to escape on his vessel. Tradition says that Miss Finney was a handsome, high-spirited girl and made the Captain an excellent wife, for they were married after their return.

The little girl, Jane, hid in the ashpit during the attack and she and Alice reappeared unharmed when it was safe to return. They found Thomas and Robert Means dead and their mother wounded. The family was taken to the garrison house and there some months later Mrs. Means gave birth to a son, Thomas, who lived to serve in the Revolutionary army and lived in Freeport for over seventy years, dying in 1828.

Jane Means married Joseph Anderson, of Flying Point and Alice married Clement Skolfield of Harpswell. Mrs. Means, for her second husband married Colonel George Rogers, who afterward lived in Freeport.

In 1932, a pageant reproducing the Massacre was given on the site where it had taken place, before an audience of a thousand people. Nearly all persons taking part were descended from one of the originals, either Thomas, Alice, Jane or Mrs. Means, through her second marriage to Colonel Rogers.

## VIII

### SETTLERS BEFORE THE REVOLUTION

PASTOR REUBEN NASON wrote in 1816 that the Manns, Andersons, Chases, Jamesons and Meanses came from the North of Ireland. As all of these families settled in the Flying Point section of the town it is probable that they came about the same time, perhaps between 1730 and 1750. Gideon Mann was the pioneer of his family, James Anderson of the Andersons; Benjamin Chase of the Chases; James Jameson of the Jamesons and Thomas Means of the Means family. Thomas Coffin, who also lived on Flying Point, came from Newbury, Massachusetts. As his name does not appear on early petitions he may have been a later comer as was Silas Wentworth, who probably came in the 1760's.

The earliest of these petitions is as follows:

“The following dwellers at Flying Point petition 7 March 1763 for a road from Bunganock, or the town line, to go to mill and meeting and other conveniences.

JACOB ANDERSON	BENJAMIN CHASE	SILAS WENTWORTH
JOHN RAE	JAMES JAMESON	SAMUEL JAMESON”
MATTHEW PATTEN	DAVID SEVEY	
ROGERS GOOGINS	GEORGE ROGERS	
JAMES ANDERSON	THOMAS CAMPBELL	

Evidently these men were more interested in Brunswick than in the more distant North Yarmouth. Perhaps their religious sympathies were Presbyterian rather than Congregational, in which case the Brunswick church was more to their liking.

Eleven years later Flying Point residents again petitioned:

“7 March, 1774 these following protest against being set off as a separate Parish as has been proposed by a number of Inhabitants of Harrisicket.

GEORGE ROGERS	SILAS WENTWORTH	DANIEL CRUER
JAMES JAMESON	EDWARD BRUER	JACOB ANDERSON
RICHARD GOOGINS	JOSEPH ANDERSON	JOHN MANN
JAMES ANDERSON	THOMAS COBB	JOHN DAY
ROBERT PICKEMAN	JOHN HEWEY	ENOCH DILL
BENJAMIN CHASE	THOMAS CAMPBELL	GIDEON MANN”



Edward Brewer is said to have been an early settler on Wolf's Neck, but if so he joined with the Flying Pointers for the occasion of this petition. Daniel Cruer seems suspiciously like a misspelling of the name Brewer. As there were early Brewers on Flying Point he may have been one of them.

Parson Nason goes on to say that the Sylvesters, Soules, Townsends, Dillinghams, Curtises and Brewers were from the Plymouth Colony; the Dennisons, Abner and David, from Gloucester and the Mitchells from Boston.

Ambrose Talbot, Henry Parker and Stephen Wesson were early settlers in the South Freeport section; William, Joseph and Nehemiah Ward in the northern part of the town and the Dennisons at Mast Landing. East of the Landing were James Sawyer, Melzor Byram and Jonathan Woodbury. Other settlers were Joshua and Abraham Mitchell, William Todd, Moses Cobb, Ezra Curtis, Captain Thomas Curtis, Job Douglas, Samuel Griffin, Richard Grant, Richard Kilby, Asa Miller, Daniel Pratt, Josiah Stockbridge, Greenfield Pote, Jonathan Rice and Phineas Stevens.

There are two lists of names, both on petitions, of those living east of the Square which may be considered here.

"1 March, 1782. The following dwelling near and upon the Flying Point Road, so called, consider its location as inconvenient and expensive to maintain and pray that it may be shut up and that the rangeway may be effectually opened in lieu thereof:

JOSEPH DAVIS	MARK ROGERS	DAVID COOPER
ABNER DENNISON, JR.	EDWARD HOOPER	LEMUEL FARROW
NEHEMIAH RANDALL	MOSES MERRILL	ABNER DENNISON
ICHABOD FROST	JACOB WHITE	EDMUND CHAPMAN
THOMAS CURTIS, JR.	JAMES SOULE	PHINEAS FROST
JOE BENNETT	THOMAS CURTIS	BENJ. RACKLEY
WILLIAM MITCHELL	ICHABOD SOULE	JEDIDIAH SOULE
SAMUEL GRIFFIN"		

Traces of the section of discontinued road may be seen to-day in the form of the abutments of a bridge which crossed the creek flowing out of Carter's Gully, some distance below the present State Aid road. Originally the road ran from Mast Landing in the present location, but instead of turning to the



left toward Pleasant Hill went directly ahead down to the bridge just mentioned and then came into the present road near the Litchfield school. This route was hilly and doubtless deserved the petitioners' complaint.

A few new names are introduced in a petition bearing the date of

“7 February 1785. The following dwelling on the eastern side of the Harraseeket River, petition for a road from the town line to the Mast Landing.

THOMAS BICKNELL  
RICHARD GRANT  
NOAH PRATT  
ELIAB GURNEY  
BENJAMIN CURTIS

JOE BENNETT  
JONATHAN WOODMAN  
WILLIAM ATKINSON  
JOSEPH DAVIS  
GIDEON LANE”

The above was probably the Pleasant Hill road, if we may judge from the names which this petition bears. No doubt there was some kind of a wood road, passable in the winter or used by horseback riders the year round, long before this time. Improved roads were late in coming and at their best very bad. It is said that when the Davis family, ancestors of the shoe manufacturers, came they landed in the eastern part of the town and had to cut a way through the forest to their home on Beech Hill. The Davises came originally from England landing on Cape Ann in Massachusetts and from there to Freeport. With them came Joe Edds who commanded the ship which brought them across the Atlantic. He also settled on Beech Hill and married Mary Davis.

## IX

### *FREEPORT IN THE REVOLUTION*

SINCE the greater part of the present Freeport was but a newly settled portion of the older and well-established town of North Yarmouth, whose religious, political and business interests were centered about the present Yarmouth village, few of Freeport's inhabitants took a recorded part in activities which culminated in the Revolution. When the Third Provincial Congress directed that companies of fifty men be raised to guard the coast one was furnished by Freeport, with William McGraw as captain, Benjamin Chase, first lieutenant and George Bartol, second lieutenant.

We find the same George Bartol (who now lies in the burying-ground of the old First Church), heading a committee of five to take a collection for the poor of Boston. This took the substantial form of thirty-five cords of wood, which was delivered in Boston for distribution. Benjamin Chase, already mentioned, was lieutenant in a company of minute men formed before the battle of Concord and Lexington, for which company and other defenders the town voted to buy ammunition and appropriated £200 for that purpose.

When the news of that first encounter arrived it was evident that the coast must be guarded against raids on live stock by the British, who were feeling the effects of an embargo laid upon the Port of Boston by the Americans. To eliminate surprises four men in pairs patrolled from Harraseeket to Pearson's Point and from Flying Point to Bunganuc. These patrols were continued for some months.

When on April 23, 1775, the Provincial Congress voted to enlist men for the force which later besieged the British in Boston, there was an enthusiastic response. Freeport men were in the North Yarmouth Company of Captain John Worthly, which on the sixth of July, 1775, started for Boston and after seven days of unaccustomed marching reached their destination in Cambridge, and were assigned to General William Heath's brigade. When the Continental Army came into existence, January 1, 1776, Captain Worthly's company was discharged but many individuals reenlisted and served in the Eighteenth Regiment, whose year of existence was spent in

service in and about Boston and around Fort Ticonderoga.

By the latter part of 1775 the Third North Yarmouth Company had as its commander Captain George Rogers, a resident of the Flying Point section of Freeport, and was detailed for building fortifications in Portland. With many of the young men in the service and the constant fear of British raids (of which that resulting in the burning of Portland served as a warning), we can imagine that life was none too undisturbed in exposed Freeport during the first few years of the Revolution.

The abject failure of the expedition against Castine in July and August, 1779, together with the difficulty experienced in ousting the British from this rather nearby port, revealed the weakness of loosely knit military bodies, in which discipline was at a low ebb. This realization could hardly soothe the home folks, whose men had gone so confidently and returned so crestfallen, no doubt bitterly condemning their commanders, whose bickerings and dilatoriness had ruined what should have been a brilliant success. Curiously enough many of our men were guided during this expedition by Penobscot Indians, formerly their deadly enemies but now their friends.

The redeeming feature of the Bagaduce campaign (as it is sometimes called), was the initial attack of four hundred men upon the British force occupying the heights. The latter, of course, were regulars, holding a commanding position while those making the attack were in most cases volunteers.

On the beach, where the Americans landed, is a huge boulder known as Trask's Rock, named for a fifer boy who took shelter under its side and did not miss a note until his company had gained the summit of the heights. The attack is said to have been as brilliant and successful as any made during the Revolution. The loss of the Americans was one hundred, or one-fourth of those engaged, but they gained a position near the fort. The British had decided to surrender and if an assault had been made immediately the expedition would have been as much of a success as it afterwards became a dismal failure.

If we could recall to life some of the men lying in Freeport's cemeteries what stories we could write of the journey back from Castine, necessarily on foot since the enemy had sunk



their transports. But they arrived eventually and doubtless spun many a yarn of the brief but eventful campaign.

Among Freeport men who participated were probably Nathaniel Aldrich, James Anderson, Jacob Anderson, George Bartol, James Bartol, Joseph Brewer, Daniel Carter, Josiah Dill, Barnabas Soule, Thomas Sylvester, Samuel Talbot and Zebulon Tuttle. This list is not only incomplete but because of lack of a definite division in the records between North Yarmouth and the future town we may have included some and left out some who belonged therein. Eight of the fifty names on petitions dated 1774, 1785 and 1787, regarding matters in the Flying Point district were those of Revolutionary soldiers.

The career of Thomas Means is perhaps a cross section of the life of Revolutionary forefathers, which because of his ancestry and his own deeds is worthy of being recorded here.

He first saw the light of day in the garrison house on Flying Point, where his wounded mother had been taken after the Indian attack which robbed her of her son, Robert, and her husband, the first Thomas Means. We know nothing of his boyhood but at the age of eighteen he was a private in Captain George Rogers' company (Third North Yarmouth) which company was detached from the Second Cumberland County Regiment to work on the fort at Portland. The following year he was a matross in Captain Abner Lowell's company of matrosses, serving until the last of December, 1776. On December 26, he enlisted for three years in the company of Captain George White, Eleventh Regiment Massachusetts Line under Colonel Ebenezer Francis.

This regiment was posted at Ticonderoga and retreated before Burgoyne to Hubbardstown, twenty-two miles, July 6, 1777, losing all their baggage and stores. The next day the regiment fought in the battle at Hubbardstown and lost their colonel, who was killed leading a charge. After the battle the soldiers retreated through the mountains to Stillwater, suffering severe losses and took part in the battle at that place September 19, 1777, where General Lincoln opposed twenty-five hundred men to Burgoyne's six thousand, inflicting upon the latter a loss of six hundred men and winning a victory for the Continentals. A month later at Saratoga Thomas Means saw the surrender of the remnants of Burgoyne's force, doubtless a

sweet revenge for the humiliation of the retreat, where a thousand Americans at Ticonderoga were driven by eighty-four hundred British who inflicted a loss of five hundred upon them.

That winter Corporal Means passed at Valley Forge, enduring privations which made this the lowest ebb in the fortunes of the Revolutionary War. Here he was but one of the one thousand and eight men said to have been there from Maine.

Monmouth was Means' next battle. Here Washington defeated Clinton and forced him back to New York. This was the occasion on which Washington lost his temper and verbally blistered General Lee for ordering a retreat, afterward personally leading his discredited general's troops to victory.

At Stony Point Corporal Means was one of the twelve hundred picked men with whom "Mad" Anthony Wayne made the winning assault.

December, 1779, saw the end of Corporal Means' term of enlistment and on the twenty-sixth he received his discharge. During these three years he had been in active service with Washington, Wayne, Gates, Arnold and Lincoln. At Saratoga he had participated in one of the decisive battles of the world, comparable with Gettysburg of the Civil War. Now at the age of twenty-two he returned to Freeport, to make his way in civil life. The farm, which had been the scene of the massacre, remained in the possession of the Meanses for about fifty years and no doubt this is the home to which he came back. In 1790, at the age of thirty-three, Means was a member of the second board of selectmen of the new town of Freeport.

Still standing in the Square is the old tavern, now occupied by stores and a dwelling. In its early days Major Means, as he was called, was the tavern keeper and it was here that he entertained an Indian guest one night, which tale is related elsewhere.



*INCORPORATION OF FREEPORT*

THE town of Freeport was formed from old North Yarmouth, being set off and incorporated in 1789, as the sixty-fourth town in Maine. There was also included in the town, by the Act of Incorporation "a tract of Land called Prout's Gore," lying between North Yarmouth and Brunswick. The Act of Incorporation passed the Massachusetts House of Representatives February 13, 1789, and the Senate the following day. It bears the well-known bold signature of John Hancock, then Governor of Massachusetts and the first man to sign the Declaration of Independence.

As originally incorporated this town extended to the New Gloucester line but is now bounded on the east by Brunswick, on the south by Casco Bay, on the west by Cousins River and Yarmouth, following the line between the one hundred- and one hundred twenty-acre divisions and on the north by Pownal and a small portion of Durham. Originally Freeport extended to the mouth of the Bunganuc River but since 1789 three farms have been set off to Brunswick, so that at present the line between the two towns is nearly a half mile south of the original location for the distance of about a mile and then turns sharply in a northeasterly direction to meet the original line. The first farm was set off in 1790, the second in 1833 and the third in 1850.

The town includes all islands formerly belonging to North Yarmouth and Prout's Gore, lying northeast of a line extending east southeast from Lane's Point, which are not intersected thereby. The town was to pay its share of the Revolutionary War debt, pay two-fifths of all assessed taxes and receive its share of the town military stores on hand.

In 1808 the northwestern part of the area was separated and incorporated as the town of Pownal, leaving Freeport about fifty square miles of territory. Pownal received the part north of lots numbered 13, 12, 22, 23, 20, 21, 18, 19, 16 and 17 in ranges A, B, C, D and E.

Various causes led to the separation of Freeport. Already two portions of North Yarmouth had been allowed to secede because of the difficulty of Sabbath attendance at the Meeting



House Under the Ledge. Mare Point, as far as it was included in the boundaries of North Yarmouth, joined itself to Brunswick and its nearby First Church and Harpswell became an independent town and parish. In 1763 a movement was on foot to make Flying Point a separate parish, as the adverse petition of George Rogers and others found elsewhere, shows. Before Freeport became independent it had its own meetinghouse, located in front of the old cemetery, at the corner of Hunter Road and Main Street but the settled minister at North Yarmouth was grudgingly allowed by the town meeting to give only infrequent service at that outlying region.

In her turn the part of Freeport, now Pownal, became dissatisfied because of action on articles in the warrants of town meetings.

In 1798 these three items were placed upon the records of a meeting held May 7:

“Voted, that £100 be raised for Mr. Alfred Johnson’s salary the ensuing year

Voted, that Mr. Alfred Johnson preach four Sabbaths at Bradbury’s Mountain the present year

Voted, that one Sabbath be added to the above.”

The next year Mr. Johnson received the same salary and was directed to preach five Sabbaths but it was voted that the town would not add one Sabbath to the above. In 1800 six Sabbaths were allowed but that was not enough to appease the future Pownalites and to offer a solution of the difficulty we have the following:

“The committee chosen by the town of Freeport to establish a line for division of Ministerial taxes, have attended to that business and consulted a number of the inhabitants in the west part of the town, now report that in their opinion that it will be most conducive to peace and union in that part of the town, to begin at Thomas Worthley’s and follow that road to Haskell’s Mill, then follow the course of the Western branch mill stream to Durham line, the above division they recommend for one year and no more.

*Freeport, May 5, 1806.*

JOSIAH REED

JABEZ TRUE

JNO. A. HYDE.”





*Freeport Square and Holbrook Tavern in the Sixties*



*Mast Landing, 1902*



which left a "no man's land" between two towns. These were mapped and named in many cases for the adjoining town. In the case in question Timothy Prout and others, for services in the resettlement of 1722-1739 were granted land which could include Prout's Gore. A family of that name has for many years lived there and from either of these the name could have been derived.

Durham desired a portion of the Gore and North Yarmouth wished to annex the whole before allowing Freeport her freedom. Eventually the Gore went to Freeport because the inhabitants preferred that it should, but in so doing a corner was taken out of Durham and a jog made in the county line.

Before the General Court made the division the name of Greene had gone to a town further inland and Freeport was accepted in its stead. Long ago it was forgotten just why that name was chosen. A free port is one where taxes or duties are not levied and is consequently open to all. Also it is said locally that any open accessible harbor is a free port. Then again Sir Anthony Freeport, for whom some say the town is named, is a character in one of Addison's plays. Lord Timothy Dexter once published a book without punctuation but in which the author caused to be inserted several pages of periods, commas, etc., with a note instructing the reader to put them wherever he chose. It may be safer to permit the reader to select his source of Freeport's name from the above statements than to suggest one. There are other Freeports in the country, one of these in Illinois, the place of one of Abraham Lincoln's famous debates with Douglas, is not even a seaport. Fourteen others at least in as many states bear the name.

Doubtless there was rejoicing in Freeport when the news arrived of separation, for now they could have their own minister and hold meetings in their own meetinghouse. We have found no picture or description of the meetinghouse but it may be possible that North Yarmouth's Meeting House Under the Ledge was used as a pattern. Built to serve the outlying parishioners, the Freeport edifice probably had no steeple and lacked many refinements even of those times. There is one such still standing in Harpswell, built in the 1750's and another in Alna, built in the 1780's, which are not unlike and may be fairly similar to that built in 1774, in front of the old burying ground,



just south of the railroad overpass, where the Hunter Road enters Main Street, which latter is also United States Route One. The meetinghouses of this time were rectangular two-story structures, with a pitch roof and porch in which was the main entrance. Within, the ground floor was occupied by box pews, each with its door, facing a high pulpit above which was a sounding board. On the three sides not reserved for the pulpit, were galleries which greatly increased the seating capacity of the auditorium. There was a lack of heating in these old buildings which compelled those susceptible to cold to bring along their foot stoves on particularly frosty days.

It was in this same fifteen-year-old meetinghouse that Freeport voters met on March 23, 1789, for their first town meeting. The warrant was issued by Samuel Merrill, Esquire, who served as moderator. Prayer was offered by "Rev. Abraham Cummings, a graduate of Brown University, class of 1776, an open communion Baptist," \* who never had a settled pastorate but was well known from Rhode Island to Passamaquoddy. Nathan Wesson or Weston was appointed Town Clerk. Joseph Staple, James Curtis and Colonel George Rogers were elected Selectmen and Assessors and John Mann, Treasurer. The list of minor officers elected varies from a corresponding list of today, for there is now no call for cullers of hoops and staves or hog reeves. In some towns this latter office was retained for many years and awarded to the newly married voters, as an early form of joke. Cornelious Soule, George Bartoll were elected Collectors and Constables; William Todd, Constable; Bartholomew Reed and John Dunning, Wardens; Jeremiah Nason, Samuel Winslow, Josiah Cummings, William Brown, Samuel Griffin, Abner Sylvester, Mark Rogers, Daniel Curtis and Robert Anderson, Surveyors of Highways, Ezra Curtis and Ambrose Talbot, Tithing Men; James Buxton, Culler of Hoops and Staves; Seward Porter and Thomas Means, Surveyors of Boards; James Crocker, Ambrose Talbot and Joseph Mitchell, Fence Viewers; Abraham Reed, Calvin Carver, Benjamin Parker, Jr., James Soule, Silas Wentworth and Noah Pratt, Hog Reeves and Field Drivers; Thomas Bicknell, Sealer of Leather.

\* Rowe, *Ancient North Yarmouth and Yarmouth, Maine, 1636-1936*, page 264.

At a later meeting, held May 4, Colonel Rogers withdrew as selectman and William Brown was elected in his place. The tax rate was fixed at eight pence on the pound and sixty pounds was raised for schools and thirty for preaching.

Rev. Alfred Johnson was given a call to the ministry of the parish and an offer of ninety pounds' salary and one hundred and eighty pounds' settlement tendered. Funds for the support of preaching were administered by Daniel Dennison, Amos Sylvester and George Bartol, as a committee on ministerial and school lands.

The ministerial lot must have been about or near where the Maine Central tracks cross Main Street, for the cattle pound forty feet square and seven feet high, built of logs, stood near where the Arcade Filling Station is now and is said to have been on that lot. Reverend Johnson made several attempts to acquire this lot but was unsuccessful. For a time at least he lived in what is now the old Holbrook Block in the Square. The site of the meetinghouse which served also as town hall was abandoned about 1818, when it was decided to tear it down and rebuild at the Square. This ended town ownership of the building but its successor was used for meetings until 1831, when a hall over the store of Samuel Holbrook was acquired and so used until destroyed by fire in 1845.

In 1873 Samuel A. Holbrook, son of Samuel Holbrook, laid out the Square on which are the Soldiers' Monument and park and the town hall was moved to the present location on this plot of land.

# XI

## DEATH AND TAXES

WHILE it has been thought by some that in the hard drinking days of our ancestors liquor flowed freely, there were some restrictions, for we find that those handling spirits were required to have licenses as early as 1806. The list for that year is headed by Samuel Jameson, Innholder. The others who were licensed — Symonds Baker, John Stackpole, Jr., Elijah Macumber, William Dingley and Barnabas Strout — were retailers. Nearly every store bill which has come to our notice has plenty of rum charged upon it.

In 1816, on the daybook of a Porter's Landing store for March 14 are found the following:

To 1½ gallon N. E. rum	\$0.50
“ 1 pint brandy	.38
“ 1 pint gin	.50

These are purchases by different customers whose names are still found in Freeport. Their descendants, perhaps, would be shocked to know how often the family jug was filled, so we shall mention no names.

One legal requirement of early times serves both to tantalize and please lovers of antiques. When a man died some of his neighbors were appointed to list and value all of his possessions. With characteristic Yankee thrift nothing was omitted, so that we are enabled to learn the names and worth of many of the articles which are eagerly sought after today. Many a collector upon reading one of these lists decides that he was born too late and vainly wishes that for his benefit alone prices were back where they were when the inventory was made.

One of these documents, that of Joseph Anderson, who lived in the Flying Point section of Freeport and died in 1812, follows:

“An inventory of the esate of Joseph Anderson of the rale and persenel estae

To 24 akers out land at \$9 40 per aker	\$237 50
one half of williamss island so	
called in our opening is worth	75 00
one Shaes at	75 00



one Lakingglass	09 00
one watch — a timepeice	18 00
one gun	6 00
one Bade and Badeing and Badsted	20 00
one Lume and Swift	6 00
one small wheel	1 00
one Bade in the Backrume	25 00
One Bade in the Baderoom	23 00
6 Sheets at \$0 74 per pecs	4 50
three pelercases \$ 0 17 per pecs	0 50
one Blanket	1 25
one Covered	3 00
one old quilt	1 75
6 chears	8 00
6 Bowback Chares	4 00
3 Chares	2 00
one Dineing Tabel	4 33
one tea tabel	1 00
one Stand tabel	0 75
one pine tabel	1 00
one Dask in the Back room	9 00
one old Dask	2 00
one Bibel	2 00
one Large Kittil	2 50
one Small Kettile	1 24
one Large pot	1 00
one Small pot	0 75
one tea littll	0 75
one Cheese tub	0 85
one pare flatirons	1 00
one pare fire Dogs	1 50
one pare Small Dogs Deto	0 60
two puter platters	1 50
12 puter plates	2 00
one arthen plater	0 40
one large puter Basen	0 45
2 Small puter Basens	0 40
2 old puter Basens	0 40
one Small Sarver	0 40
one Tin pann	0 1.3
one Tin Bason	0 08
one tin Saspann	0 25
one Culender	0 50
one tin littel	0 25
one tea Canester	1 00
two pepperboxes	0 1.2
8 arthen plates	0 50

*Death and Taxes*

51

2 pinte Decanters	0 8.3	
2 wine glasses	0 17	
2 tumblers	0 12	
5 Silver Spuns	1 25	
1 tin tea Bot	0 12	
old Crockeware	0 7.5	
2 milkpanns	0 30	
one wooding Bale	0 5.0	
one grate wheel	1 00	71 41
one half of a pew in the meeting in Freeport	9 00	

(Signed)

JACOB ANDERSON  
GEORGE ROGERS  
REUBEN BREWER”

## XII

### *FREEPORT* 1789-1812

**P**ARSON JOHNSON, who also served as schoolmaster, in 1806 severed his connection and went to Belfast.

The year 1790 saw the Mast Landing road laid out and a road from Mast Landing to the Brunswick line accepted. Also accepted was the road from Mast Landing to John Bartol's.

Smallpox appeared in 1792 and although every attempt was made to check it by quarantine many deaths occurred. This disease was one of the scourges of our ancestors and appeared from time to time, unchecked by anything as potent as vaccination.

Freeporters built ships, sailed them, prepared lumber for cargoes, shipped firewood to the cities, caught fish and raised nearly all of their food, were neither poor nor rich, according to the standards of the day and in fact lived comfortably enough although some of the houses were the original log cabins.

With people of other maritime states they joined in protesting the embargo on shipping, due to the Napoleonic wars and bitterly resented the claims of the British regarding impressment of seamen. We have no doubt that whenever possible they disregarded the embargo and were in the proper fighting spirit when war was declared in 1812. As far as Maine was concerned this was in the greater part a naval war and she furnished her share of the navy in the form of privateers. Freeport built vessels which were swift and her men were daring, a good combination. The story of the most famous of the local privateers, the *Dash*, is told elsewhere in this book.

Some of the privateers which had Freeport men among their crews were captured by the British and the crews imprisoned. Accounts of Dartmoor Prison, where many of them were sent, make it appear but little better than the later and terrible Andersonville of Civil War times. Probably James Mann of the privateer *Lucy*, who was killed in the Dartmoor Massacre, was a Freeport citizen. With others, massed by the gates of the prison after the close of the war, he was the victim of a drunken governor, who ordered his guards to fire upon the helpless prisoners. There would have been vastly more victims if many



of the guards had not disobeyed orders and fired over the prisoners' heads.

Captain Enos Soule was also captured with others and confined in a hulk in the Thames River. These men cut a hole in the vessel's side and one by one escaped at night, until a slip by an escaping prisoner in passing through the hole created a splash which caused an investigation. This ended the jail delivery and resulted in removal of the remaining sailors to Dartmoor. No doubt this was termed a Yankee trick by the English but it was a good one while it worked. Enos Soule later became a shipbuilder and shipowner at South Freeport.

When British forces captured Castine and invaded the Penobscot valley as far as Bangor alarm was felt in the western part of the Province. Freeport raised a company as her contribution to the defense of Portland.

Each year Freeport decorates the known graves of veterans of the War of 1812, but these are but a few compared with the total number deserving that honor, for the passing years have caused the final resting places of many of them to be forgotten.

The following is the roster of the company which was sent to Portland:

*Captain E. Brewer's Company*

*Under Lieutenant-Colonel J. E. Foxcroft's Regiment*

*From September 10 to 24, 1814,*

*Raised at Freeport    Service at Portland*

Captain E. Brewer	Sergeant Simeon Jones
Lieutenant James Brewer	Corporal Gideon Edes
Ensign John Laurence	Corporal Timothy Soule
Sergeant Thomas R. Dillingham	Corporal Theodore Curtis
Sergeant John Dennison	Corporal George Anderson
Sergeant Rufus Cushing	Musician George Hicks

*Privates*

Allen, Paul	Clark, Francis
Bartol, Samuel	Coffin, Thomas
Bennet, Andrew H.	Curtis, James
Blackstone, Samuel	Curtis, Samuel
Brown, Samuel	Curtis, Stephen
Carver, Isaac	Davis, Saul
Chandler, Joel	Dennison, Caleb
Chandler, William	Deven, Francis

Fitz, Richard  
Fogg, Abel  
Fogg, Saul  
Grant, Watts  
Holbrook, Reuben  
Jordan, William  
Kilby, Thomas  
Knight, Abner  
Libbey, Josiah  
Lincoln, Daniel  
Mann, Andrew  
Marston, Daniel  
McGray, Samuel  
McKenney, Jedediah  
Merrill, Edward  
Mitchell, Ammi  
Mitchell, Edward  
Mitchell, Joel  
Mitchell, Nathaniel  
Mitchell, Robert  
Noyes, John  
Osgood, Silas  
Paine, Charles

Rice, Calvin  
Rice, Rufus  
Richardson, Joseph  
Rogers, John  
Sanborn, Paul  
Small, Daniel  
Soule, Barnabas  
Soule, Cornelius  
Soule, Daniel  
Soule, Emory  
Soule, Isaac  
Soule, James  
Soule, Joseph E.  
Staples, David  
Sylvester, Abner, Jr.  
Talbot, Simeon  
Thoyts, Simeon  
Townsend, William  
Tukesbury, Benjamin  
Tuttle, William  
Ward, Nehemiah  
Webster, Benjamin  
Witherspoon, Robert

### XIII

#### THE DASH

THE War of 1812, as conducted on land was not a brilliant success. Until redeemed by the Battle of New Orleans and that after peace had been declared, this war involved the capture and burning of our capital and reverses in Canada. That the English were glad to end the struggle was due to successes gained by our sea forces. Our navy was small, but even though the ships of which it was composed made a great showing, the privateers must have been the most impelling force in bringing peace, for they emptied John Bull's pocketbook.

For some years before 1812 American sailors were hungry, for European wars and the Jeffersonian embargo had put most of them on shore. Their ships were tied up at the wharves or swinging idly in the streams and men and owners were desperate. The vessels were, in many cases, small but speedy, for the Napoleonic wars developed a system of restrictions which made commerce chiefly blockade running and only the swiftest survived.

When war was declared Congress authorized the issue of letters of marque and reprisal, which locally were given out from the office of the Collector of the Port of Portland. Many Freeport men served on privateers but the one vessel in which we are interested was a topsail schooner christened the *Dash*. Portland also claims her but the fact that she was built at Porter's Landing, by Freeport carpenters under Master James Brewer, for Porter Brothers, who were natives of Freeport and largely officered and manned by Freeport men gives us a claim that can hardly be denied.

Like many others of that time she was built primarily for blockade running. Her lines were unlike those of the usual merchant ship of her period, being more like the Burgess class of some years ago. There can be no question of this, for the model from which she was built has been preserved and now hangs on the wall of the Bartol Library. Before the *Dash* was built the custom had been to set up stem and stern frames and then to shape other frames by eye. For the *Dash* a model was made of pieces of board shaped to represent halves of frames, which were attached to a board and connected by rib bands.



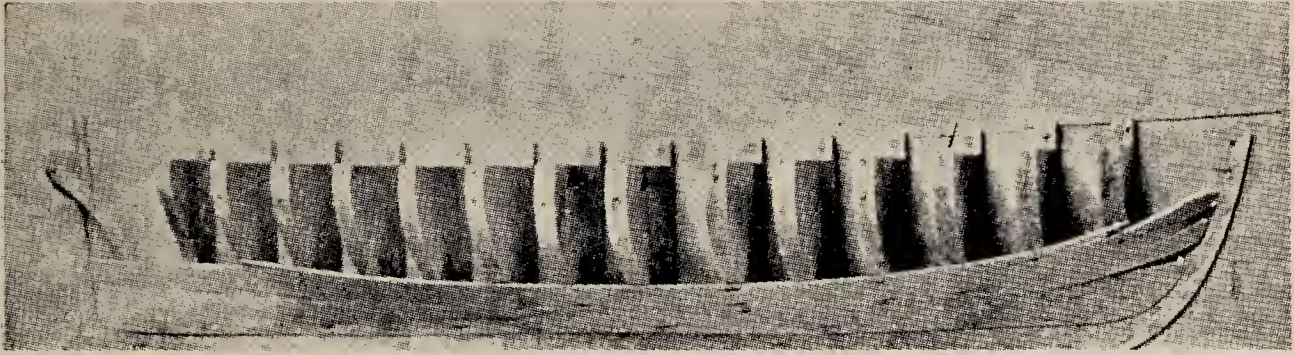
Thus the shape was made apparent and the frames cut and beveled until the model attained the lines best calculated to give speed. The record of the *Dash* proves conclusively that her designers knew their business.

An undated newspaper clipping says that:

“While moving some old books in the Custom House the other day, Deputy Collector Farnsworth came across an interesting ancient document. It is the commission issued on the 18th of June, 1812 to the private armed brig *Dash* of Portland of about 223 tons burthen, and owned by Seward Porter and William Porter of Portland and Samuel Porter of Freeport ‘in the State of Massachusetts, merchants.’ The brig mounted three carriage guns and was navigated by thirty men. William Cammett was captain and George Bacon, lieutenant of the brig. The commission authorized Captain Cammett to ‘Detain, seize and take all vessels and effects to whomsoever belonging, which shall be liable thereto according to the law of nations and the rights of the United States as a power at war, and to bring the same within some port of the United States in order that due proceedings may be had thereon.’ This commission bears the signature of James Madison, President and that of James Munroe, Secretary of State.”

A later attempt to locate this commission resulted in the conclusion that it had been destroyed with some waste paper. However, the date, June 18, 1812, would prove that the *Dash* was one of the earliest privateers. In fact it was not until June 26 that Congress passed an act authorizing letters of marque and reprisal, although war had been declared some days previously.

It is not unlikely that there is a mistake in the date given by the clipping just quoted for William Goold in *Portland in the Past* says that she was launched in 1813, rigged as a top-sail schooner and armed with a long thirty-two pivot gun and six broadside guns. The metamorphosis in her rig occurred after her first voyage under Captain Kelloran. Returning to her home port, the *Dash* was chased by an enemy vessel and spread so much sail that she sprung her foremast. In spite of this she escaped into shoal water and delivered her cargo of



*Working model of the Dash, 1812*



*Trophies captured by the Dash*





coffee to the owners. In making repairs it was decided that the *Dash* could bear more head sail and the damaged mainmast was replaced with one suitable for an hermaphrodite brig. To balance the increased sail area forward, a long sliding spar was fitted to the main boom, to which a "ring tail" was attached to be hoisted to the gaff when needed, thus increasing the mainsail one third. A longer main topmast with a gaff topsail to correspond also replaced the old ones. This rig changed the *Dash* into what was then known as a "long-legged brig."

Given a good breeze with her spread of sail the *Dash* could show speed superior to anything in her class. However, there was one drawback, the fouling of her bottom on a long voyage, with the consequent reduction in speed. English cruisers were sheathed with copper to prevent this but there was no copper available here for that purpose. The available substitute was to cover the bottom with a mixture of soap and tallow. This could be conveniently done at the home port but as the mixture had to be applied at the end of each voyage in the West Indies it was necessary to careen the vessel for that purpose.

Captain Kellerau also commanded on the second voyage, which took the *Dash* to Port-au-Prince where she arrived October 1, 1813. After discharging her cargo, probably lumber, she was careened and payed over with the usual soap and tallow. The return cargo consisted of coffee and logwood for the owners and five hundred and fifty bags of coffee as freight. Rather heavily laden she started for Portland on October 17. On the thirty-first an English brig chased her, compelling her captain to throw overboard four hundred bags of coffee, the spare spars and two of the guns. As the chase still continued on the third of November, one hundred and twenty-two more bags went overboard, along with twelve guns of which ten were wooden. Originally the *Dash* was pierced for sixteen guns but to save weight and still give the impression that she was rather heavily armed, ten of these were made of wood. She also carried a thirty-two pound pivot gun, so that after lightening ship she still had three guns left. The decreased load put the *Dash* into proper sailing trim, so that two days later she saw the last of the enemy brig. Her troubles were not yet over for the next day she was chased by a seventy-four gun ship and a brig. However, her superior speed enabled her to give both

the slip and she arrived in Portland on November 5, with the owners' cargo intact.

At first the coffee was taken to Gorham village because of fear of attack on Portland by a British squadron then off the coast, but unfortunately it was returned and stored in the Porter warehouse on Union Wharf. On January 22, 1814, the entire block of wooden stores on this wharf burned and the Porters lost not only this coffee, worth a dollar a pound, but also complete rigging for two new vessels and all without insurance.

In the meantime the *Dash* had again sailed for Port-au-Prince under the same commander. She left in a thick snowstorm, which the next day, December 14, developed a hard gale, with snow and sleet. The last day of the year found her again at Port-au-Prince, where the cargo was unloaded and the usual soap and tallow applied. The cargo this time was thirty thousand pounds of coffee and the sailing date January 16, 1814. In company with the schooner *Flash* of New York, Captain Kellerman left the harbor but upon sighting an English frigate returned to Port-au-Prince the same day. Knowing what to expect, for the British commanders disregarded the laws of nations, the two Yankee craft hauled alongside of each other and kept all hands at quarters all night, to be ready to repel attacks from the frigate's boats. Nothing developed that night but the frigate's commander made threats the next day, in response to which the armed schooner *Chauncey*, also of New York, hauled alongside and the three were lashed together in the form of a cross, in order to be able to fire in all directions in case of attack, which would probably be from the frigate's boats. The commander of the frigate, which proved to be the *Leonidas*, decided that a possible victory would cost too dearly and sailed away, allowing the three allies to go on their way without molestation. The *Dash* arrived at her home port on February 15. This cruise ended the connection of Captain Kellerman with the *Dash* and the next voyage opened another chapter in her history.

Hitherto the *Dash* had been a merchantman, relying upon her speed to escape the enemy and using her armament only as a last resort. Now begins her career as a privateer. No doubt the correct date of her commission was June 18, 1814, since Captain



Kelleran brought her into port on February 15 and the *Portland Gazette* reported her arrival under Captain William Cammett on July 11. Before going into commission the remaining small guns of her battery were removed and two eighteen pounders substituted. The long thirty-two pivot gun was retained. These constituted the three carriage guns mentioned in the commission. We do not know how many Freeport men were in the crew but George Bacon was lieutenant.

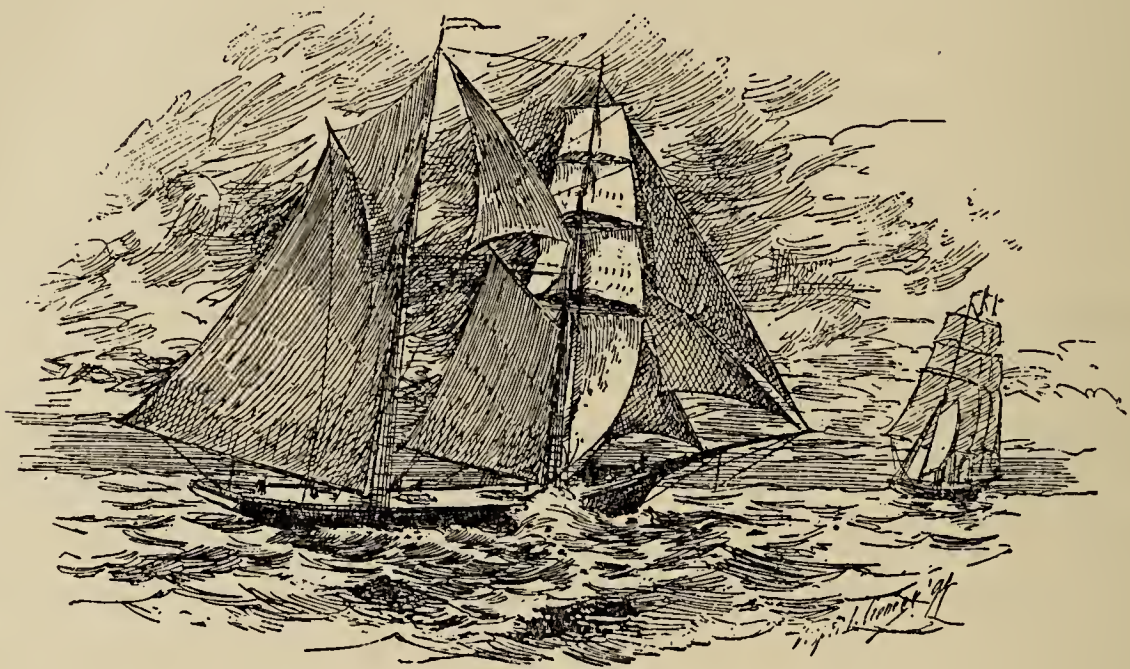
Captain Cammett sailed to the south of Bermuda where he encountered a British man-of-war. This the *Dash* easily out-sailed and put into Wilmington, North Carolina. Here it became necessary to apply the usual mixture to the brig's bottom. While purchasing the materials, Captain Cammett had his attention called to a quantity of crude plumbago which the merchant had in stock. A supply of this was secured and added to the customary soap and tallow. As was expected, the new ingredient increased the brig's speed and fortunately, for the home trip called for all of which she was capable.

Owing to the risks of transportation the storehouses of Wilmington were full of merchandise which could be purchased at very low prices. Captain Cammett saw a chance to make a dollar and took fifteen hundred barrels of flour at four dollars a barrel and twenty-four hogsheads of tobacco at three cents a pound. In addition there were one hundred and forty barrels of tar, fifty tierces of rice and four thousand Carolina reeds. Thus laden the *Dash* sailed for Portland. The newspaper account of her arrival says "she was repeatedly chased by British cruisers and escaped only by superior sailing, after throwing overboard part of her cargo." The new guns came into play for one of the pursuers was beaten off by them.

It had been a bad year for the owners, Porter Brothers, for the fire in January had destroyed a cargo of coffee and the rigging for two vessels without insurance. Before her arrival it was decided to sell the *Dash* at auction and apply the proceeds to the firm's debts. But the flour which had cost four dollars sold for fifteen and the tobacco at three cents per pound brought fifteen cents, while the remainder of the cargo brought corresponding prices, thus satisfying all creditors and leaving the *Dash* in the owners' possession. As Captain Seward Porter put it "One Dash at John Bull saved our bacon."



One can hardly blame the Porters for wishing to repeat the Wilmington voyage but circumstances rendered this impossible. The next cruise was uneventful until August 21, when the *Dash* was in sight of the island of Bermuda. Two sail were sighted and chased. They proved to be a sloop and a ship. In early evening the sloop was overtaken and boarded. She was the *Emily* of Charleston which H. M. S. *Lacedemonian* had captured. After a prize crew had been put aboard the chase of the ship was resumed. When she was overtaken the vessel, the *Five Sisters*, hauled down her colors. The prize was bound from



*Dash in Pursuit of ship Five Sisters*

Jamaica to Bermuda with a cargo of rum and had about thirty passengers on board. These were about to sit down to dinner when Captain Cammett went aboard. As it was considered dangerous to leave such a large number of unknown persons on board the prize they were transferred to the *Dash* and had their dinner there. The boarding party found that the English captain was drunk, perhaps a natural result of so much spirit in the cargo. At any rate when it came time to return the passengers to the prize they protested and wished to be protected against their own captain. To satisfy them the captain was made prisoner and the English prize master of the sloop put in command over him. Then the *Five Sisters* was allowed to proceed to Bermuda, but not until her cargo had been transferred to the *Dash*. In order to make room two hundred barrels of beef, the entire cargo of the brig had to be thrown overboard. The rum oc-

cupied so much room that a part of it had to be placed on the deck. The United States Marshal's libel of the cargo of the *Five Sisters* lists one hundred seventy puncheons of rum, twenty bags of cocoa and one barrel of merchandise. Captain Cammett, years after said that there was \$6000 in specie on board the prize, which we cannot believe was allowed to remain there, although it is not mentioned in the libel. The fact is that privateers probably considered cash as a perquisite for in almost every case none is mentioned.

When she left the vicinity of Bermuda the *Dash* was not only heavily laden beyond her best sailing trim but as an additional handicap had her deck littered with stacks of rum puncheons to such an amount that at least one of the guns could not be worked. When the brig was within sight of the headlands of Portland an enemy frigate and schooner sighted her and took up the chase. The *Dash* outsailed the frigate but the schooner gained on her. Since the cargo was too valuable to be thrown overboard, there was but one thing to do and that was to fight. The two available guns were shotted and the men armed with the determination to come to close quarters and board. When ready the brig luffed and fired a round shot which passed uncomfortably near the schooner. Much to the surprise of all the schooner tacked ship and got out her sweeps, making every effort to get away. The *Dash* also got out her sweeps, which frightened the enemy still more but instead of pursuing made for her home port.

September 3 the *Dash* arrived in Portland and found the town alarmed by the prospect of an attack by a British squadron which was cruising in the vicinity. No chance was taken for the safety of the cargo which was taken to Saccarappa and sold at auction. The rum brought \$2.50 a gallon. Since the puncheons each contained at least one hundred gallons it may be seen that the voyage was a profitable one.

This voyage ended the connection of Captain Cammett with the *Dash*, for the Porters had built at Porter's Landing a larger brig, rigged in every way similar to the *Dash*, but designed to be a heavily armed privateer, which he was to command. George Bacon of Freeport who had been first lieutenant was promoted to captain in place of Captain Cammett. He also cleared for Wilmington but did not arrive there. The voyage



began September 13 and on the twenty-ninth a schooner from Yarmouth, Nova Scotia, was captured and sent in. On the third of October, an English brig from Tobago was taken. This ship was laden with rum for which cargo the *Dash* exchanged her ballast and permitted the brig with her officers and crew to go on their way. After a few days spent in Wiscasset the *Dash* spoke a sloop which had been captured by the tender of the British ship-of-war *Feureuse*, which was cruising in the vicinity. The same day a sail was sighted which proved to be the *Thinks-I-to-myself*, tender to the *Feureuse*. Upon order she hove to and with a prize master and crew on board was conveyed into Portland.

Each return of the *Dash* to Portland after running the blockade had brought valuable cargoes and during her career as a privateer some nine prizes had been captured without the loss of a man or an injury from the shots of the enemy. Sailors believe there are lucky ships and are as firmly convinced that others are unlucky. The *Constitution* and the *Enterprise* were both considered lucky in their time and now the *Dash* was added to the list. The best young sailors of the vicinity were anxious to serve on her, so that her crew was the pick of the region. John Porter, the eighth of the eleven Porter boys, who had just returned from Europe in one of their ships was now given command. The *Dash's* luck still held for the seventh day out, November 16, she captured the schooner *Polly* from Halifax, bound to Martinique laden with lumber and fish. The next day another schooner of the same class was captured and sent to Portland. On the twelfth of December the *Dash* retook the letter of marque schooner *Armistice* of New York, prize of the English frigate *Pactolus*. A week later she captured a sloop bound to Bermuda and the next day an English brig laden with rum and sugar. The last prize of the cruise was the brig *Mary Ann* of St. John, which was allowed to proceed after a cask of shrub and a cask of lime juice had been removed. Portland was reached on January 4, 1815, and the *Dash* remained there for nearly two weeks to refit.

On the next cruise, two other Porters, Ebenezer and Jeremiah, served as lieutenants and as before the crew was the best obtainable. Captain John Porter, who had been married but a few months, was so reluctant to leave that the *Dash* had been



standing up and down the harbor for some time before he appeared. When he was on board, the brig in company with the privateer schooner *Champlain* sailed out of the harbor. The latter kept her company until the second day when a gale sprang up. Because of shoaling water the *Champlain's* captain changed her course but the *Dash* kept on her way into the storm and out of man's knowledge forever, for not the slightest trace of her has ever been found. It is supposed that Captain Porter underestimated the speed of his vessel and was lost on the dreaded Georges Banks. The Porters and the numerous relatives and friends of the crew were loath to give up hope. Seward Porter wrote in May "John, Ebenezer and Jeremiah have been out in the *Dash* upwards of four months and have not been heard from."

The loss of sixty young men in such a mysterious way was a shock to all and finally the legend evolved that when a dear one of any of the sixty came to die a phantom ship sailed in from the sea and bore the departing one into the beyond.

A local poetess, Eliza Dennison King, wrote of this legend:

*On the island beach our camp fire burned  
And the evening star in the west shone bright  
And we begged of the Captain to tell us a tale  
To while the hours of the summer night.*

*But he pointed away in the evening mist  
Where the sails of a ship we could dimly see  
And he said, "Tho' there's never a breath of wind,  
She is coming to port, it seems to me."*

*"You have heard of the ship that sails the bay,  
With night for helmsman and death in tow,  
And that glides to sea as he comes ashore  
And speeds on his errand of woe.*

*It was in the year of Eighteen-Twelve  
They launched the Dash from a Freeport yard,  
She sails the bay as the Dead Ship now,  
You have heard her doom from the Quaker bard.*

*She was manned by a crew of gallant lads  
As ever a vessel's deck had trod,*

*A score and a hundred of them all —  
And their fate is known to none but God.*

*They all belonged to the towns around,  
There were brothers and cousins and comrades, too,  
Full armed and equipped they put to sea,  
And the skies were never a softer blue.*

*But weeks and months and years sped on,  
And hearts grew hopeless and cheeks grew pale,  
And eyes are dim that have watched so long  
To catch a glimpse of her home bound sail.*

*But when any of those who loved the lads  
Are ready to slip their moorings here  
And sail away to the unknown port  
You will see the Dead Ship gliding near.*

*And the ship and the life go out with the tide,"  
And the Captain paused for awhile, then said  
"They are most all gone and the Dead Ship soon  
Will come no more for the souls of the dead."*

It has been reported that there were sixteen Freeport men in the crew of the *Dash* when she was lost and of these we have the names of John, Ebenezer and Jeremiah Porter, John Bennett, Dennis Sylvester, William Pote and Eliphaz Soule. If there were sixteen, so large a proportion of the crew would cause the words of Whittier to apply particularly to Freeport:

*The ghost of what was once a ship  
Is sailing up the bay  
Some home amid yon birchen trees  
Shall drape its door with woe;  
And slowly where the dead ship sails,  
The burial boat shall row.  
From Wolf's Neck and from Flying Point,  
From island and from main,  
From sheltered cove and tided creek,  
Shall glide the funeral train.*

But we of 1939 shall look in vain for the death ship, for none who knew the men of the *Dash* are alive today nor have they been for nearly half a century.

## XIV

### MAINE BALLADS

A HUNDRED years ago nearly every one could recite or sing at least one ballad which had been inspired by some out-of-the-ordinary happening. A few of these ballads have been preserved and now and then one of them appears in print. Waterville has a mournful recital of the murder of a prominent physician beginning:

*O! V. P. Coolidge how could you  
So dark a deed of murder do?*

There is also one telling of the murder in Topsham of Elisha Wilson by Thomas Thorn. The first stanza, sung to the tune of "Auld Lang Syne," follows:

*Ye friends of grieving mourners weep  
O'er Wilson's awful doom;  
By cruel hands he's laid to sleep  
Beneath the silent tomb.*

Another and older one relates a tragedy which deeply concerned Freeport people. Although this happened many years ago it is still talked about today. Death by drowning was not uncommon in a town where so large a proportion of the inhabitants followed the sea, but in this instance the circumstances were exceptional.

The ballad itself tells the story in the style of our great-great-grandfathers:

Lines on the death of Samuel Aderton, Thomas Curtis and Jacob Brown of Freeport; Benjamin Hodgkins of Lewiston; and Daniel Davis of Pejepscot; who were lost near Strout Point, at the mouth of the Harraseeket River, on the night of the eleventh of March, 1815. Composed by a brother:

*Come let all mirth and pleasure cease,  
While I the mournful tale rehearse,  
Of five brave seamen lost;  
No more will they, once bold and brave,  
Stem troubles on this world's wide wave,  
Their souls we trust are 'loft.*



*Three Centuries of Freeport, Maine*

*The month of March, the eleventh day,  
From Portland they got underway,  
    To Freeport they were bound;  
Ent'ring the river, near at hand  
To where they did intend to land,  
    Ice did their boat surround.*

*The fog and darkness both set in,  
No object possible was seen,  
    Although the land was near.  
They hail a friend to know what's best,  
That on their oars they lie at rest,  
    Till turn of tide appear.*

*But they conclude the best to do,  
To break the ice, a passage through,  
    In hopes to reach the land;  
A Lantern at mast-head was set,  
Near Union Wharf for to direct,  
    As I do understand.*

*Then nothing more of them was known,  
Till the night, 'twixt twelve and one,  
    Their distant cries were heard  
By people on the shore,  
The distance is a mile or more,  
    No way for help appeared.*

*It seems part left the boat, to try  
To reach the shore, knowing 'twas nigh,  
    While others wait behind.  
Not long they wait 'twixt hope and fear,  
When cries for help soon fill the ear —  
    Consternation the mind.*

*With hopes to save, their best they do,  
But by some means they all fall through,  
    But three the boat regain;  
Weary and wet they set them down,  
All hope is fled, their fate they moan,  
    While life in them remain.*

*Methinks that Aderton did say,*

*“O for the dawning of the day,*

*O for the rising sun!*

*O for some friendly aid at hand,*

*To help us on the solid land,*

*To us no help can come!*

*“Farewell my child and partner dear*

*There’s nothing on this earth so near*

*As is my love for you;*

*The summons comes, I must obey,*

*My soul soon leaves this house of clay,*

*My dearest friends adieu.*

*“O Thou who art the widow’s God!*

*Soften the affliction of Thy rod,*

*And dry the widow’s tears;*

*And may the daughter prove to be*

*A pattern of true piety*

*As she grows up in years.”*

*Methinks that Curtis made his moan,*

*“O must we perish almost home,*

*Our dearest friends so near;*

*Hard fate of ours,” with grief he cries,*

*“No friendly hand to close our eyes,*

*Before us death appears.*

*“Farewell, my wife and children too,*

*No longer can I stay with you,*

*The objects of my love;*

*Short is my tarry here below,*

*You tempt my stay but I must go,*

*I trust we meet above.*

*“The God of glory, from the skies,*

*The widow and the orphan’s sighs*

*In pity deign to hear;*

*May they in Thee a father find,*

*A friend of mercy, just and kind,*

*To them forever near.”*

*Three Centuries of Freeport, Maine*

*“Oft have we been where seas did roar  
And yet preserved to reach the shore,”*

*Young Brown did sigh and say;  
“For what peculiar, strange offense  
Have we incensed Omnipotence,  
To blast our coming May?”*

*“Must I be snatched from all that’s dear,  
From every friend and comfort here,  
Ah! cruel fate of mine.*

*Adieu, my friends on earth adieu,  
I leave the joys of earth to you,  
Yes, I must all resign.”*

*His parents, far advanced in years,  
Wipe from their eyes the flowing tears,  
Thou great and all supreme,  
And all relations, may they find  
Thy ways are holy, just and kind,  
And be Thy praise their theme.*

*Hodgkins and Davis both were drowned,  
As in the water they were found,  
A distance from the yawl.  
Their children here are orphans left,  
Their partners seem almost bereft  
Of earthly comforts all.*

*Lord, of Thy mercy send them more  
Than they can ask, we would implore,  
The tears wipe from their eyes;  
Hence may they learn to look above  
And there to place their purest love  
In heaven above the skies.*

*This sad event is to us all  
A loud, a solemn, serious call  
To be prepared to die.  
The day or hour there’s none doth know  
When hence we shall be called to go,  
For death is ever nigh.*



*Surviving friends their virtues claim  
As sweet memorials of their name,  
    And while they sleep in death,  
'Tis yours, with pious care to tread  
Their steps as far as virtue led,  
    Till Heaven demand your breath.*

*But what! shall we poor worms complain  
Or charge our God with councils vain?  
    Or shall we dare repine,  
O may we in affliction say,  
'Tis He who gives and takes away,  
    And bless His name divine.*

P. K. TRACY

*FREEPORT IN 1816*

THE earliest historical sketch of Freeport which has come to light is that written by the Rev. Reuben Nason and contained in the collection of the Massachusetts Historical Society. He was the third pastor of the First Church and just before the paper was written had severed his connection, perhaps with some little unpleasantness, which may account for an obvious vein of pessimism which threads its way among the statements he has made.

We learn that the early settlers were many of them ship carpenters and depended upon that business for subsistence. Others were dependent upon the sale of wood and timber, and that since in 1816 wood and timber were nearly exhausted, the town had a decaying aspect. Ship building was carried on in a small way. Vessels of four or five hundred tons had been built at Mast and Porter's Landings and used for coasting. Some locally owned vessels cruised to the West Indies.

In Mr. Nason's opinion the soil of Freeport was adapted to the raising of fruits but he said that few attempts had been made to plant trees and that there was not even a "cyder mill" in the town. There were, however, two or three sawmills, three or four gristmills (one of them tide) and two carding machines.

Even in 1816 the roads were a problem, for Mr. Nason states that due to the clay soil they were impassable for a large part of the year and owing to the contour of the ground very expensive to build. There were then three taverns in town, two at the Corner and another two miles toward Brunswick — probably at Pleasant Hill.

Freeport in those days was divided into eleven districts for school purposes. There were but three of the young men of Freeport who had entered college, viz: Alfred Johnson, Jr., and Cornelius Dennison, Bowdoin; and Jacob Scales, Dartmouth. Both Harvard and Yale were represented in town, the former by Leonard Morse, Esquire and the latter by Samuel Holbrook. These were the only college graduates among the citizens, for neither Dr. John A. Hyde nor Josiah W. Mitchell, Esquire had received a liberal education. Probably the Rev. Enos Merrill was a college graduate, thus increasing the num-

ber to three, when he was installed in 1816, after the paper just quoted had been written.

In Maine's history 1816 is known as the "Summerless Year," January was so mild that people allowed their fires to go out, except what was needed for cooking. February was but little colder and although March was windy at first it was on the whole rather mild. April came in warm but grew steadily colder, until by May the town was back in winter weather, with plenty of snow and ice. By the last of the month all crops had been killed. June was the coldest month of roses known, with a record snowfall of seven inches. July and August were dry and cold and there would have been much suffering and death if it had not been for an abundance of fish and game.



## XVI

### *FREEPORT AND MAINE INDEPENDENCE*

FOR generations there has been a tradition that the papers necessary to effect the separation of Maine from Massachusetts were signed in the old Codman Tavern on March 15, 1820, by commissioners empowered to perform this act. In order to clearly set forth this matter in its entirety we are dealing with it from its inception, which was prior to the formation of Freeport as an independent town.

The question of separation was first agitated about 1784. On September and October 1 of that year the *Falmouth Gazette*, the first newspaper in Maine and apparently established for the purpose of furthering the cause of separation, printed this notice relating to it:

“Agreeable to a request made and signed by a large and respectable number of persons . . . the inhabitants of the three counties of York, Cumberland and Lincoln are hereby notified that so many of them as are inclined, or can conveniently attend, are requested to meet at the meeting house of the Rev. Messrs. Smith and Deane in Falmouth, on Wed. the fifth day of Oct. next to join in a conference, then and there to be held, on a proposal of having the said counties erected into a separate government; and if it should be thought best to form some plan for collecting the sentiments of the people on the subject, and pursue some orderly and regular method of carrying the same into effect.

In response to this call about thirty persons met and issued an address to the people, requesting them to elect delegates to the convention to be held on the first Wednesday of January, 1786, for the purpose of considering the question of separation. . . . The Governor of Massachusetts deeply deprecated these proceedings, and deplored them as having a tendency toward dismembering the Commonwealth. In spite of this condemnation on the part of the Governor the convention met as arranged on January 4, 1786, and organized by electing Selectman Gorham president and Stephen Longfellow clerk.” \*

\* *How Maine Became A State*, page 148.

There were delegates present from twenty towns and a committee drew up a statement of nine grievances "under which the three counties labor." This convention was never dissolved, merely adjourning until the following September, at which time a petition was drawn up to be presented to the General Court. A circular, dealing with this subject was also issued to the inhabitants of the District of Maine. When in the opinion of the committee the time was auspicious this petition was to be presented to the Court. In this way it was more than two years later when it actually reached the Court. By that time the convention was a thing of the past and the petition was simply tabled by the House of Representatives.

In January, 1787, at the next convention it was found that only 970 votes had been taken, of which 618 were for separation and 352 opposed to it. This lack of interest was not conducive to success and must have been a bitter disappointment to the proponents of separation. The convention, adjourning until September, 1787, determined to secure a further and perhaps more favorable vote but it came to nothing and after several other meetings and adjournments the convention was no more.

The Legislature made concessions to the District of Maine, which apparently fell short of what was desired, for in March, 1791, a paper was sent out to the people of Maine by a few of their Representatives, extolling separation. When in the course of the following year the Legislature ordered a poll on separation to be taken in Maine, the resultant vote showed 2,084 to be in favor of and 2,438 against severing ties with the old Bay State. And although four conventions were held from 1793 to 1795, nothing definite was accomplished.

The plan, as heretofore conceived, having been so unsuccessful, another one was formulated. Accordingly "In January, 1795, a convention of delegates of twenty towns and five plantations of the counties of York, Cumberland and Lincoln met and issued an address to the people of these counties proposing that they, not the whole district, be formed into an independent State." \* But two years later, in 1797, when the Legislature again caused a vote to be polled on this subject, the District of Maine as a whole was still opposed to separation. A petition

\* Hatch, *Maine, A History*, page 112.



from sixty towns, asking for separation in 1803 was of no avail, while another vote on this question in 1807 met with a crushing defeat. Still another vote on May 20, 1816, disclosed that while separation was favored by 10,584 and opposed by 6,941, less than half of those eligible to do so had cast their ballots.

A committee was appointed with Senator Harrison Gray Otis as chairman, to further learn the opinion of the people of Maine on this subject of separation. The committee presented a bill whereby Maine should elect a convention to meet at Brunswick on August 26, 1816, and if a majority of four to five were found to be in favor of separation the convention was to draw up a constitution. Upon election day a count of the ballots showed the balance to be more than four to five, which seemed to be a defeat again for the separationists. At the December session the General Court found the Brunswick convention's work to have been "unauthorized and invalid" and deemed it inadvisable to take any action at that sitting.

"On April 19, 1819, 'a committee of the Maine members of the Legislature issued an address to the people of the District, urging them, in the selection of representatives, to choose none but supporters of separation. They also urged that the towns petition for separation in their corporate capacity. At the annual election party differences were extinguished and the sole issue was separation. Every Senator elected from the District was in favor of separation, and of 127 representatives chosen by 89 towns, 114 were in favor of separation and only 13 opposed. Both these numbers were subsequently increased by later returns. A great number of towns voted to petition the General Court in their corporate capacity. The opposition was successful in only a few cases.' . . . So overwhelming a majority rendered it practically impossible for Massachusetts to refuse separation. The Legislature referred the subject to a joint committee on which Maine was well represented, and the committee reported a bill providing that there should be a vote of the District on separation, and that the returns should be made to the Governor and Council. Should there be a majority of 1500 in favor of separation, the people of Maine were to be regarded as assenting to it. The Governor was to proclaim the result, and a convention was then to be chosen which should meet in Portland, select a name for the new State and form a constitution.



The constitution was to be submitted to the people for ratification. If they refused to adopt it, the constitution of Massachusetts, except such parts as were locally inapplicable, was to be the constitution of the new State until legally changed. But whatever the result of the vote on the constitution, the District was to become a State on March 15, 1820, provided that the consent of Congress were first obtained. . . . On the next day, after a long debate, the bill was passed by a vote of 193 to 59, and two days later it was signed by Governor Brooks. Every county in the District voted for separation, although the majority in Hancock was only sixty-three. The total vote for separation was 17,091, opposed 7,132. Proclamation of the result was duly made by Governor Brooks.” \*

The subject of electing a constitutional convention now occupied Maine's attention and in order to frame this constitution the convention met at Portland court-house on October 17, 1819. The constitution was drawn up and the name of “Maine” selected for the newly formed state, after much debate.

The bill making Maine a separate state was signed by President Monroe on March 3, 1820, and on March 15, 1820, all ties with Massachusetts were automatically severed.

Williamson says that:

“The joint Commission, prescribed by the act of Separation was filled thus: — ‘Massachusetts appointed Timothy Bigelow and Levi Lincoln; Maine, Benjamin Porter and James Bridge, and these four chose Silas Holman and Lathrop Lewis, to complete the Board [Note, Bigelow of Groton, Lincoln of Worcester, Holman of Bolton, Porter of Topsham, Bridge of Augusta and Lewis of Gorham] to negotiate with Massachusetts, if possible, a purchase of all her lands in Maine, the three Commissioners of Maine, joined by Daniel Rose of the Senate and Nicholas Emery of the House, proceeded to Boston in February (1821); where they were met by a Committee of the same number on the part of Massachusetts. A discussion of many days succeeded; and at length, it was agreed that Maine should give Massachusetts for her part of the public lands in this State \$180,000; that is, discharge Massachusetts from all

\* Hatch, *Maine, A History*, pp. 141, 142, 143.

Indian claims and subsidies, equal to \$30,000, and pay her \$150,000 in 40 years with annual interest at five per centum."

From October 30, 1820, to November 27, 1827, this commission held eight formal meetings in Boston, three in Portland and one in Bangor and Augusta.

As is clearly shown by the foregoing account there is no record of any meeting of these commissioners in Freeport and as for their signing the papers which made Maine into a separate state, the impossibility of this act on their part can be readily seen by the fact that they did not function as a commission until after the admission of Maine to statehood.

The only circumstance which could have given rise to the tradition mentioned at the opening of this chapter is the fact that a few men: Robert H. Gardiner, Jacob Abbot, Ammi R. Mitchell, John A. Hyde, Josiah Pierce, Dudley Todd, Samuel Fessenden, Edward Russell, Stephen Longfellow, Junior, Josiah W. Mitchell, William O. Vaughn, Benjamin Orr, William R. Stockbridge, Joseph McKeen, William Barrows, John W. Mellen and Benjamin Dunning representing Cumberland, Kennebec and Lincoln counties, met at one time in Freeport and drew up and signed a broadside against separation a few days before the subject went to a vote. They probably convened in the Jameson Tavern, they were delegates (giving a basis for the later term of "commissioners") from three counties, they actually drew up and signed a paper which was in regard to the matter of separation, and in time all this could have grown into the story as it is told today.

## XVII

### *MILITIA OF THE NEW STATE*

UNDER the laws of 1820, all able-bodied, white citizens between the ages of eighteen and forty-five were enrolled as militia. Each man must provide himself with equipment and present himself twice a year for training. On these muster days each man dressed in his usual clothes, for uniform, and brought whatever he had for arms, with a result so unmilitary and unmatched that some one christened the militia the "String Beans" and the name stuck.

There are many commissions still in the hands of Freeport people, authorizing their ancestors to be officers in the militia. These descendants may rest assured that their ancestors shone as "Solomon in all his glory," for whatever the garb of the privates, the officers were clad in "beaver hats, black coats and white trousers six inches too short but strapped to keep them from working up over their long legged boots."

We have the roster of Captain Litchfield's Company of Artillery, which will give the personnel of one of the earliest of these companies in the state but probably only one of those in Freeport at the time, 1820:

John Townsend, Jr.  
Charles Rogers  
Thomas Anderson  
George Litchfield  
Jeremiah Winslow  
John Gurney  
Lendall C. Litchfield  
David Grant  
Daniel Brewer, 4th  
John Stetson  
Steven Harvey  
Joseph Magrath  
William Sawyer  
Jesse Corliss, Jr.  
John Weston  
Thomas Mann  
Elijah Field  
Gideon Dennison, Jr.  
William True, Jr.  
William Haskell, Jr.

Charles Brown  
Enos Townsend  
Theophilus Thompson  
John Rogers, Jr.  
Joseph A. Means  
Nathan Mann  
Judah Lunt  
William Chase, Jr.  
Ammi Bartol  
Reuben Day  
Samuel Grant  
David Reed  
Robert Mann  
Ebenezer Sylvester  
John Field  
Nathaniel Mitchell  
Laommi Cushing  
Jeremiah Todd  
Lowrig Prout  
Reuben Bartol



Whether this company had them or not there were in town later two brass cannon, which have gone from the scene permanently, unless some well or cellar will yield them up. There was rivalry between different parts of the town as to their possession and with considerable secrecy they were moved from place to place, first in the hands of one party and then in the hands of another. Perhaps some one knows where one of them is now but if he does he guards the secret well.

On June 6, 1836, the military company of Freeport, known as the Harraseeket Cadets, held a field day, at which the ladies presented them with a standard.

To commemorate this occasion a broadside was printed, which we present in full:

“FIRST ANNIVERSARY [of the]  
HARRASEEKIT CADETS.

The Haraseekit Cadets — of which L D. Townsend was a member, — celebrated their first anniversary at Freeport, June 6, 1836.

At ten o'clock a company of Ladies in Uniform were escorted to the green in front of the meetinghouse, when a beautiful standard, — painted by Charles Codman of Portland, — was presented to the Cadets by Miss Susan R Kelsey. On presenting the standard to Ensign Hyde, Miss Kelsey addressed him as follows:

‘Sir: I present to you this standard, from the Ladies of Freeport to the Harraseekit Cadets; and allow me to assure you, that while their high estimation of your courage forbids a suspicion that it can ever be sullied by an act of cowardice, they feel confident, that as soldiers, you will be equally distinguished for the practice of those kindlier virtues of humanity, which shed such a lustre upon the triumphs of the brave. Should the shrill clarion note be again heard in our land, and this banner be unfurled on the field of battle, while its graceful folds float amidst the slaughter of our bravest and best, even then may the recollection that it was presented by those whose weakness leads them to look to you for protection and safety, be your strongest incentive to courage and glory.’

To which Ensign Hyde replied as follows:

‘Ladies In behalf of this company, I tender you thanks for the invaluable gift you have bestowed upon us. Our company is yet in its infancy; and though we must strictly rely upon our exertions, it is gratifying to learn that those exertions have been appreciated by you. It is highly encouraging to us to receive such a proof of regard from such a source. Cold indeed must be that heart which does not at this time quicken with emotions of gratitude and devotion to those whose applause has in all ages been the strongest incentive to deeds of heroism and bravery. The Ladies of Freeport may rest assured that no act of cowardice shall ever sully the brightness of this beautiful banner; and should we be called to battle, our highest aim shall be to deserve by our bravery the highest confidence they have this day conferred upon us.’

They then repaired to a tent, where a collation was prepared; after which they returned to the meetinghouse, and an address was delivered by Col. John L Kinsman, of Portland. The cadets then repaired to the Hotel of S Thing, and partook of a dinner provided by that gentleman. The music by the band from Augusta was very fine, the weather was beautiful, and the whole performance such as to afford great gratification to the large collection of people who attended to witness them.”

The second anniversary included military guests, the Light Infantry Company of Yarmouth. Descriptive of this celebration we quote the following from *Old Times*:

“27th of May, 1837 the Light Infantry Company received an invitation from the Harraseekit Cadets of Freeport to meet them June 6th and join in celebrating their anniversary. On the day appointed the company rode to Staples Tavern in Freeport and met the Cadets and both ‘marched into the village with colors flying and cannon roaring’ After a collation the Light Infantry marched homeward stopping at ‘Bookers’ to ‘settle up’ were dismissed at meeting-house after having voted to invite the Cadets to join them in celebrating their own anniversary, August 29th.”

In accordance with this invitation the Harraseeket Cadets on that date were met at Booker's Tavern, escorted to the village, had dinner at Staples' Tavern, marched to the Universalist Chapel and were there addressed by Mr. Mandel of Westbrook. After drilling the Cadets were escorted back to Booker's Tavern.

We do not know what uniforms the Cadets wore on this occasion but their hosts had "dark blue cutaway coats with white facings and braid trimmings, tall hats of the shako pattern ornamented with tall white plumes topped with red and white linen duck trousers."

It is also said that small boys followed the line of march to gather up gaudy feathers and brass buttons shed as these young soldiers violently exerted themselves during the maneuvers.

The northeastern boundary of Maine was a bone of contention for a number of years but matters were aggravated by action of local Canadian officials and in 1839 there was great danger that war would result. So tense was the situation that Maine prepared for hostilities. In Freeport a military company was formed, to be ready if needed. Samuel Holbrook was appointed captain and no doubt had his men ready, but there was no need for their services for the Federal and British governments agreed to leave the matter in the hands of Lord Ashburton and Daniel Webster, who fixed the boundary as it now exists.

This crisis is known as the Aroostook War, but unlike most wars was entirely bloodless. General Winfield Scott, who afterward commanded in the Mexican War was sent to Maine, together with several companies of regulars and no doubt passed through Freeport with his little army.



## XVIII

### *THE SCHOONER ZELF AND BARK GLEN*

IN our own day industrial life claims many human victims. Indeed, it is said that every story of a modern skyscraper is built at the price of a life. Nor is this waste of life peculiar to our time for our forebears paid a severe penalty at every step made in the advancement of their fortunes. Indians, falling trees and the toll of sailors drowned in shipwreck diminished their numbers but not their courage, even when the loss was most severe.

Three or more men taken from a community in a night must have left a noticeable gap when the area in which they had lived was no larger in population than the Flying Point of a century ago. Yet this happened and there is hardly a memory of the tragedy, except an inscription on a stone in the Little River Cemetery, which means nothing to the casual reader of today. This memorial to John Rogers gives the date of the wreck and we have the story of a long dead resident relating the event as his father told it to him.

It seems that a ship's longboat had been rebuilt and rigged as a schooner by some of the Flying Point men, who knew how to build and how to sail ships. The schooner must have been a tiny craft, but nevertheless the neighborhood loaded it with lumber and wood and sent it with several men to Portland to exchange the cargo for a winter's supply of groceries. The time was late autumn — November 6, 1839 — and when Clapboard Island was reached a storm was raging so violently that the captain, John A. Rogers, decided to anchor and await calmer weather. Probably it was decided that no watch was required for all on board went below and turned in. Some time during the night the little vessel capsized and every man was drowned, trapped in the cabin. News of the disaster reached Flying Point. Captain Thomas Means, home from fishing, offered to go to the wreck in his schooner and mustered a crew of his neighbors to bring back any of the bodies which could be recovered. He proceeded to Portland, where he sought the assistance of a revenue cutter. Together the crews righted the *Zelf* and took out the bodies of the drowned men. We cannot say how many there were of these, but we are sure of Captain

Rogers. Tradition says that there were also Captain James Chase, Joseph Bartol and William Lunt but others are unknown. The largest number of men in the crew is given as fourteen but that is probably more than actually sailed.

James Mann, father of Joseph Mann, was one of the local men who went with Captain Means. He told his son that the night of the homeward trip was one of the gloomiest he ever experienced. No doubt it was, with the remains of his friends and neighbors stretched out on the deck of the schooner and the thought of the desolation to which he was returning.

Captain John Rogers left a son, also John, who was a lifelong resident of Pleasant Hill and is remembered by many today.

Ten years later there was another tale of the sea and Freeport men.

"Sailed Friday, February 2, 1849, in ship *Corsair*. Bill of fare, raw beef and rusty pork. Captain a savage," thus reads the diary of George W. Soule, who with others started for the new goldfields of California.

The leader was Clement H. Soule, of South Freeport, while Ambrose Curtis, William Curtis, G. W. Soule, Benjamin Soule, Andros Osgood, Silas Osgood, Henry Green, George Bliss, Gorham Bliss, John Scott, Augustus Randall, Frank Phipps, George Baker, William Pratt, George Pratt, George Pennell, Levi Staples and Jeremiah Bartlett were others of the party. The sea voyage began at Boston and was completed at Chagres, Panama, in twenty-two days. There they transferred to dugouts, which a steamer towed up the Chagres River, a distance of eighteen miles. From this point they traveled in native canoes to the city of Panama, where they booked passage on the British bark *Callooney*.

To quote again: "Ninety-eight days' passage from Panama Commenced work in mines July 5th one half oz. a day. Did a little washing and dug 4 ounces July 16."

According to Mr. Soule privations, sickness and suffering marked the trip but grit and courage were manifested to a marked degree. It is said that no fortunes were made by the company, although Frank Phipps washed between six and seven hundred dollars' worth in seventeen days. At first all were at Beal's Bar, but in the fall the party divided into smaller



groups, one of which consisting of six men remained at Beal's Bar. Others went south or into the head waters of the Sacramento. Many of the men remained in California five or six years and some followed up other discoveries in the British Provinces.

Other Freeport men reached California in various ways. One of the Soule craft, the bark *Glen* of two hundred and eighty tons, loaded with lumber which was then worth \$400 per thousand in San Francisco, started on the voyage around Cape Horn on July 17, 1849. Freeport officers were captain, Charles Small; first mate, George Waite; second mate, one Smith; while Alfred T. Smith served as carpenter. The *Glen* was new and untried but made San Francisco in one hundred and seventy days. After the cargo was taken off the *Glen* was navigated to Sacramento, where she was left while officers and crew spent a year in the mountains, mining. In the fall of 1850 Captain Small started back in the *Glen*, beginning an experience as exciting as any the mines could offer.

Stopping at Iquique the captain loaded copper ore for New York, with an estimated value of \$300,000, which in addition to the freight money made a considerable fortune to be carried by such a small vessel. At Valparaiso a new crew was taken on and also a new cook, who may have tried to poison the officers, for all were taken violently ill. Two days out all of the crew, with the exception of three mutinied. Previously the conspirators had taken all arms, even the captain's pistols, from the cabins. Damp powder reduced the handicap, but Mr. Havens, the second mate, was mortally wounded by a shot which left the two remaining officers to conquer the mutineers.

In the fight that followed Captain Small, single handed, for Mr. Waite was severely injured early in the battle, overpowered the crew and placed the leaders in irons. At the time Captain Small was thirty-four years old and noted for his strength and activity, otherwise the *Glen* would have been another of those vessels which had never been reported. The bark was sailed back to Valparaiso, where the mutineers were put in charge of the United States Consul who sent them to New York. Later two of these men were executed at that place.

The exploit was a feature in the papers of the time and underwriters of New York, Philadelphia and Boston presented



Captain Small with \$1,500 and gave Mr. Waite and also Mr. Haven's widow \$500 each. The strain so told upon the captain however, that he was forced to give up the sea after making one more voyage.

Gold rushes and sailing were closely bound together, with sailors turning gold miners and miners turning sailors when, penniless, they sought this way of returning home. All of which, naturally, did not make it easy for a ship's officers and the letter received by Joseph N. Porter eighty-one years ago, reveals what one of them not only thought of the whole situation, this going to sea, sailors and gold mining, but clearly and forcibly expressed it on paper.

*San Francisco, Ship Stag Hound, J. 17, 1858*

*Dear Friend Joe:*

I received your letter very unexpectedly, as I did not think you would write. We arrived here on the 7th of this month and in good health after such a long passage of 121 days from Boston and with the loss of our foremast, which we lost off the Cape, but do not think we ought to complain for about that time a ship went down and another sprang a leak and put in into Rio in distress and sailed from there 106 days ago and has not been heard from since. So you see we have beat everything on the way, even some of our fastest clippers, said to be sailed 2 weeks before we did and they have not got here yet, and by the way, Joe you had ought to be here and to go up to the new mines, for there is the greatest rush you ever heard of. They go from here in shiploads and I think if I could get away from this ship I would go, too, for everybody is leaving the city and times is going to be awful. All the sailors in port has gone up to Frazier River, to get gold and seamen now are getting \$40 per month. What do you think of that?

We are here now and expect it will be some time before we can get away for there is not more than a dozen seamen in the city.

Joe, last night I went uptown and heard a young lady sing "Kity Clide," and I thought of you in a minute and the old times we used to have on the farm and going on

rides, &c. I tell you, Joe, I think of them often and it always gives me the blues like thunder, for here I am, Joe, poor Dvl, way out here and expect to be for the next two or three years, knocking about from here to China and Havanah, and all these places before I go home again and I don't like to think of it.

And I believe you asked me if I had riled any sailors yet. No, I have not, but would like to kill all I come across, for we have had the damdest time with them here you ever heard of. They have sworn death on every officer on board the ship and the first officer is frightened almost to death and has left the ship and stowed himself away ashore somewhere and I would like to see him get a dam hammering. The third mate and I go ashore every day and they don't trouble us much.

So, Joe, you see it is hard times here and I am tired of going to sea most but am going to stick it out as long as I can. I wish you was here, I would send you up on the main skysail mast to slush it down every day. I would show you what going to sea was in a hurry, for you know you was talking about going to sea when I left, but I suppose you are married by this time and settled down and, Joe, I want you to name your oldest boy Frank and give my love to your wife.

Now, Joe, I must go on the wharf to receive some ballast, so I must close for this time and if you will excuse the writing this time I will write better next. I have been about five minutes writing this and stole the time at that, so good bye and write soon, I remain,

Yours truly,

FRANK W. HUSSEY

If "Joe" still wished to be a sailor after reading this letter, he had his wish because a few years later he was in the navy, serving on three Civil War vessels, the steamers *Sabine*, *Ohio* and *Trefoil*.



## XIX

### THE CIVIL WAR

FROM the beginning of her existence as a separate state, whether she wished it or not, Maine was aligned as an anti-slavery unit. Proponents of slavery insisted upon pairing her with Missouri, thus beginning a series of compromises which eventuated in the Civil War, instead of the hoped for peace.

Maine's constitution in 1820 did not hold color or religion as a bar to citizenship. Slaves were held by some of our inhabitants in early times, but not after Maine became a state. The greatest indictment of slavery, *Uncle Tom's Cabin*, was written in Maine and was almost universally read here, so that by 1861 those who had not made up their minds about the system were few indeed and far between.

The shock of the fall of Fort Sumter so aroused the men of the state that they enlisted with the utmost enthusiasm, and regiments of volunteers were early on the scene, taking part in the first engagements of the war. The First Maine, a Cumberland County regiment, was organized three days after the fall of this fort, and mustered into the service of the United States on the third of May, 1861.

There were no Freeport men in that regiment, but they were represented in nearly every one of the thirty-two regiments of infantry raised by the state, as well as the cavalry, artillery and the navy.

The First Cavalry was organized at Augusta to serve for three years, but remained in service until the end of the war. The organization was actually present at that end, for it was at Appomattox and assisted in causing Lee to make up his mind to surrender. The First Cavalry had a record of thirty battles, beside some minor engagements, serving with Sheridan in the Shenandoah and at Gettysburg. Tristram S. Andrews, James A. Chase, Joseph E. Chase, William F. Chase and Samuel M. Corliss were Freeport men who served in this regiment.

Charles E. Brewer, Samuel Gould, Junior and Shepherd Corey were in the First District of Columbia Cavalry, Second Maine Infantry and Third Maine Infantry, respectively.

The Fifth Maine, which fought at First Bull Run, Penin-



sula Campaign, Antietam, Fredericksburg, Gettysburg, Rapahannock Station, Spottsylvania and Cold Harbor, had Thomas J. Gurney, Lieut. Andrew G. Lyon and Serg. Alonzo Mitchell; Samuel J. Clark, Junior and James E. Holmes served with the Sixth. The Seventh, which was thanked by General MacClellan in the field for unusual bravery at Williamsburg, had R. N. Field and Francis B. Reed; the Eighth, David F. Farr and Elbridge Stevens. The Tenth was organized at Cape Elizabeth in October, 1861, and was an independent regiment until May, 1863, when the remaining men were transferred to the Twenty-ninth. This regiment was at Antietam and Cedar Mountain and is said to have suffered more fatalities in actual battle than any other regiment. There were eleven Freeport men in this regiment: Joseph Brewer, George D. Carver, George W. Johnson, Joseph Lagassy, John McLason, John Miller, Wallace Milliken, Ferma Montruil, George L. Pinkham, Jerre Sonci and Reuben E. True.

The Eleventh had but two: Thomas Gillispie and Joseph Greenwood.

The Twelfth included sixteen Freeport men of whom four died in service: Serg. James E. Cushing, James H. Day, Eleazer W. Jordan and Moses Merrill, Junior. The latter was a victim of rebel prison treatment. Others were: Andrew Anderson, John W. Coffin, James W. Greene, Augustus M. Haskell, Peter Lane, Greenleaf R. Libbey, Serg. John P. Means, Darius L. Palmer, Eben Patterson, William H. Roberts, Musician, Edwin A. Soule and William H. Thomas. The regiment fought at Irish Bend and Port Hudson.

The Thirteenth, known as Neal Dow's regiment since the well-known temperance reformer was its colonel, was sent by steamer to Ship Island, Mississippi, in 1862. It is said that the Thirty-first New York was on the same ship and that the hungry boys of the Thirteenth used to reverse the numbers on their caps and in this way draw second rations as members of the Thirty-first. The regiment did garrison duty in New Orleans for a time, then in October was sent to Brazos de Santiago, Texas. There it participated in the capture of Mustang Island and Fort Esperanza. In 1864, the Thirteenth was ordered back to Louisiana for the Red River Campaign and took part in the engagement of Pleasant Hill. Ordered north the regi-

ment landed at Fortress Monroe and served on picket and patrol duty until the expiration of the three years' term of enlistment, when two hundred and eighty-two men reenlisted and were consolidated with the Thirtieth. The Freeport men in this regiment were: James H. Banks, Joseph E. Bragdon, Ansyl B. Coffin, Otis L. Coffin, Emerson Dennison, Joseph W. Dillingham, Joseph A. Grant, Marshall Grant, William Gregg, Serg. James H. Holbrook, Robert McFarland, Robert H. McFarland, Joseph Sawyer, Charles H. Soule, George H. Staples, Josiah Talbot and Joseph Wyman. Emerson Dennison, Joseph W. Dillingham and Serg. James H. Holbrook died in service.

E. F. Cross was in the Fourteenth, which participated in the battles at Baton Rouge and Port Hudson.

The Fifteenth was at the capture of Fort Esperanza, Texas, and the battles of Pleasant Hill, Cross Roads and Cane River, Louisiana. John Lane, Corp. William Stack, George K. Sweeney and Corp. Isaac Welch served from Freeport.

There were seven Freeport men in the Seventeenth Maine, which had a record of the following battles: Fredericksburg, Chancellorsville, Gettysburg, Auburn, Mine Run, Wilderness, Po River, Spottsylvania, North Anna, Tolopotomy, Cold Harbor and Petersburg. The seven men were: Albion Allen, Daniel Grant, Albert A. Johnson, Cyrus M. Johnson, Clinton Lincoln, James E. Mitchell and John S. Tedford.

The Twentieth Maine had for its colonel, Joshua L. Chamberlain, who as general acted for Grant at the surrender of Lee's army. This regiment's service at Gettysburg in the fighting about Little Round Top may have been the high light of its career, although it gave an honorable account of itself in the important battles of Antietam, Fredericksburg, Chancellorsville, Rappahannock Station, Mine Run, Petersburg, Welden Railroad, Peeble's Farm and participated in the surrender of Lee. Of the Freeport men who served in this regiment William F. Merrill died at Gettysburg, Frederick Davis in Andersonville and Walter S. Grant of disease. Other members were: Isaac D. Brewer, George D. Carver, Ira M. Field, Enoch Grant, William D. King, Fred K. Moulton, Frank H. Reed, William D. Ring, Surgeon William H. True, John Tuck, Caleb Wilson, George Winning, Second Lieut. Spencer M. Wyman.

The largest number of Freeport men was in the Twenty-





*Otis L. Coffin on Veteran's Furlough in the Sixties*



*A group of Civil War Veterans*





fifth Maine, one of the nine-month regiments, organized when it was hoped that the war would be soon over. On arrival at Washington this regiment was stationed at Long Bridge and remained there until sent north for discharge. A number re-enlisted in other organizations. One man, William Adderton, died in service. Others were: E. P. S. Andrews, Evans C. Banks, Flavius C. Beal, Serg. Henry C. Brewer, Leonard Brown, Rufus E. Byram, William A. Campbell, Horace S. Curtis, Nelson Curtis, Joseph W. Dillingham, John A. Dunning, David R. Hawkes, Simeon P. Higgins, Arthur Johnson, Lieut. John C. Kendall, Corp. W. P. Kendall, W. C. Kendall, Thomas Lackey, John A. Lane, Rufus E. Lufkin, John C. Mann, Thomas J. Mann, William C. McFarland, Daniel M. Means, William N. Means, Gilman Merrill, Ansel L. Metcalf, Mark M. Mitchell, Parmenas Mitchell, Lewis Nason, Hiram Nevens, Thomas C. Pratt, Alonzo Randall, Capt. George W. Randall, Frank S. Reed, Albert T. Rogers, Serg. Robert W. Sherman, James W. Small, Benjamin F. Soule, George W. Soule, Joseph H. Townsend, Reuben W. Townsend, Surgeon William H. True, Albert Walker, Timothy P. Walker, Albert Ward, Corp. Albion Ward, Harrison Ward, Henry Ward, Joseph O. Ward, Elias S. Wilson, and Joseph Wilson.

The Twenty-ninth had two men credited to Freeport. They were George L. Donihue and Alonzo Mutter. This regiment fought at Sabine Cross Roads, Cane River Crossing and Pleasant Hill in Louisiana and at Opequan, Fisher's Hill and Cedar Creek in Virginia.

Beside recruits there were veterans of the Thirteenth and Twenty-fifth in the Thirtieth Maine. George W. Randall and John C. Kendall, late of the Twenty-fifth, were lieutenant-colonel and captain of Company E, respectively. Other members from Freeport were F. E. Adams, James Adams, William Angelin, Maciah A. Bailey, William H. Bennett, Charles S. Brown, Otis L. Coffin, Joseph D. Curtis, Harris M. Cushing, Albion Field, Charles Fogg, Marshall A. Grant, Drummer James H. Griffin, Wellington Hill, David J. Jordan, William N. Means, Henry F. Merrill, John H. Plummer, Thomas O. Pratt, William Robbins, Enoch Soule, Edward Stoddard, Granville M. Townsend, Walter S. Townsend, Luther True, Asa W. Webber and Thomas Welch.

During the first six months of 1864 the Thirtieth was in the lower Mississippi Valley, taking part in the campaign there. In July the regiment was sent to the Shenandoah Valley and served there until the close of the war. During the year 1864, the regiment engaged in four battles and marched over a thousand miles, exclusive of raids and temporary movements from camp.

The Thirty-first Maine was organized at Augusta in March and April, 1864. It was in the battles of the Wilderness, Spottsylvania, Cold Harbor, Petersburg, Welden Railroad, Poplar Spring Church, and Hatcher's Run. Seth O. Rogers and Charles B. Webber served in this regiment.

The Thirty-second, also organized at Augusta, March to May, 1864, was consolidated with the Thirty-first on December 12 of the same year. During that short period, the Thirty-second saw as much actual combat as many of the Maine regiments, suffering heavy losses, but giving a very good account of itself. The battles in which it engaged were Spottsylvania, North Anna, Cold Harbor, Petersburg, Welden Railroad, Poplar Spring Church and Hatcher's Run.

Freeport men in this regiment were Lieut. C. F. Barr, James R. Brewer, Ormond Brewer, Algernon Brown, James Brewer, Clement P. Dennison, Serg. Maj. James L. Field, Floris E. Gould, Joel B. Patterson. Ormond Brewer and Clement P. Dennison died in service.

Captain William Pote Rogers was born in Freeport November 4, 1826, and like many other young men of his time, went to sea. He rose to the command of merchant ships and in 1861 was commissioned sailing master in the navy. Assigned to the mortar schooner, *William Bacon*, he took part in the bombardment of Forts Jackson and St. Philip, as one of Admiral David B. Porter's commanders, when New Orleans was captured. In 1863 he was given the steamer *Merrimac* and later the *Somerset*. He was promoted to the rank of lieutenant in the navy in 1864 and discharged on October 26, 1865. Both Admiral D. B. Porter and Admiral Farragut commended Captain Rogers for meritorious service while under their command.

As a merchantman he sailed over a greater part of the oceans of the world. After he retired he became Socialist candidate for governor. His death occurred July 27, 1904.



Captain William Edward Dennison, who died in September, 1896, aged sixty-four, was the grandson and son of Freeport sea captains and himself had a son who commanded. He began at an early age to go to sea and had shipped in thirty-nine vessels before the mast and up to command. He was an officer of a transport conveying British troops through the Dardanelles and the Black Sea to the battlegrounds of the Crimean War.

As master of the schooner *Adrianna* he took command and saved the U. S. S. *Wyoming*, when she was run on shore by a rebel crew in the Gulf of California on July 31, 1861. The loyal officers were unequal to the task which Captain Dennison was able to accomplish.

He entered the service of his country shortly afterward and was placed in command of the U. S. S. *Cherokee*, which took part in the bombardment of Fort Fisher so effectively that he was commended for his activities. The crew of the *Cherokee*, led by their captain, took part in the assault upon the fort by land. In the course of duty Captain Dennison captured the blockade runners, *Circassian* and *Emma Henly*, said to be the largest prizes taken by the United States Navy.

After the war he commanded the coastwise steamers *Frank Jones* and *Richmond*, which are remembered as large and fine craft for their time.

It is almost impossible to reconstruct the Freeport of 1861–1865, for conditions have greatly changed. What those who were at home thought and felt can be imagined by all who remember the World War and will be known by those who experience any future conflict. Those who went were the pick of the young men of the period and if any failed to return or came back enfeebled by their wounds or mental shocks, the town was so much the poorer. The Civil War came nearer to settling something than wars usually do, but losses due to Confederate privateers began the decline of our wooden shipping and that finally destroyed an industry in which Freeport had excelled from early times. In the sixties there were no centres of any size in Freeport, save the Square, and the population was more evenly distributed than it is today. The inhabitants farmed or followed the sea and there were no industries of any moment

except shipbuilding but most of the men knew some branch of that trade.

With nearly three hundred of their men at war, those who were left did the best they could and the women sewed and prepared comforts for those at the front, dreading bad news and hoping for the end of the war. Each battle kept them worrying until definite news was received. The surrender of Lee started a wave of rejoicing which changed to sorrow when word of the assassination of Lincoln was received. Then the last of the soldiers came back from the south and life began to adjust itself.

An item appeared in the *Freeport Sentinel* of February 15, 1901, the basis for which was laid during those war days, when Confederate privateers preyed on Federal shipping. It states that:

“In May, 1871, a tribunal of arbitration was appointed to meet at Geneva to confer with England in regard to damage done American ships and shipping on the high seas during the twenty-two months of privateering by Confederate vessels. In September, 1871, England was assessed about \$16,000,000 for damage done. The ship *Shatemuc*, owned by Capt. John H. Oxnard, of Freeport, was captured during the war by a Confederate cruiser about one hundred and fifty miles out of Boston. The captain of the privateer was a friend of Oxnard's and the United States vessel was allowed to go on her way after giving bonds of \$150,000 to the Confederate captain. Thus it came about that in the settlement of the famous Alabama claims a portion of the money awarded by the English government to the United States came to Captain Oxnard, of Freeport, owner of the bonded ship.”



## CAPT. JOSIAH A. MITCHELL

FREEPORT sea captains have experienced many remarkable adventures, but one of their number was the hero of a feat which had not been equalled in maritime history. Charles Nordhoff and James Hall, joint authors of the historical novel *Mutiny on the Bounty*, which was followed with *Men Against the Sea*, describing the thirty-six hundred mile voyage of the deposed Captain Bligh in a ship's small boat, could find no more fitting name to which to dedicate this tale of the sea than that of the man who had taken his men four thousand miles under more unfavorable conditions than even Captain Bligh encountered.

This dedication was to Captain Josiah Mitchell, who was born in Freeport, made his home here and, doubtless, received his training in Freeport ships, under Freeport captains. He is still remembered by the older citizens, although his remarkable feat was accomplished seventy-three years ago. One of the first of Mark Twain's writings was this story, which he had firsthand from Captain Mitchell and other survivors whom he interviewed at Honolulu, where he happened to be when they arrived at the Sandwich Islands.

Captain Mitchell's clipper ship the *Hornet*, sailed from New York in January, 1866, bound to San Francisco via Cape Horn. The passage was quick and uneventful until the equator had been crossed, bearing northward in the Pacific for San Francisco. Then on the third of May the carelessness of a member of the crew set a cask of varnish on fire and doomed the ship, which burned with such rapidity that it required quick action to save the lives of passengers and crew, leaving but scant time for provisioning the boats.

There were three of these boats, each equipped with a compass, a quadrant, a copy of Bowditch's *Navigator* and a *Nautical Almanac*, while the captain and first mate each took one of the chronometers. There were thirty-one men for whom the following supplies had been saved: four hams, about thirty pounds of salt pork, half a box of raisins, one hundred pounds of bread, twelve two-pound cans of oysters, clams and various meats, four pounds of butter in a keg, twelve gallons of water



in a forty-gallon "scuttle butt," four one-gallon demijohns of water, three bottles of brandy (belonging to the passengers) a few pipes, with matches and a hundred pounds of tobacco, but no medicines.

In addition to the captain's log, the two passengers, Samuel and Henry Ferguson, kept journals which will be largely drawn upon to complete this account of occurrences during the forty-three days that they were in the boats. Samuel Ferguson, twenty-eight years old, was ill with consumption and he had taken Henry, aged eighteen, on the voyage with him.

*May 3* At 7 A.M. fire broke out down booby hatch. The boats got off safe, and all hands. Compute our latitude at  $2^{\circ} 20' N.$ , and longitude  $112^{\circ} 10' W.$  The ship burned very rapidly. Two hours after the fire broke out the main-mast fell over the side, and dragged the mizzen-topmast with it. Saved nothing but what we had on, except our over-coats. Got in as much provisions and water as time would allow. Staid by the burning ship all day and night. Divided forces — fourteen in the long-boat, and nine and eight men in the two quarter-boats. Our boat — the long-boat — was in command of Captain Mitchell, and the other boats were in charge of the first and second mates. Rations, one-half-biscuit for breakfast; one biscuit and some canned meat for dinner; and half a biscuit for tea, with a few swallows of water at each meal.

*May 4* The ship burned all night very brightly; and hopes are that some ship has seen the light, and is bearing down upon us. None seen, however, this forenoon; so we have determined to go together north and a little west to some islands in  $18^{\circ}$  to  $19^{\circ}$  N. latitude, and  $114^{\circ}$  to  $115^{\circ}$  W. longitude, hoping in the mean time to be picked up by some ship. The ship sank suddenly at about 5 A.M.. We find the sun very hot and scorching; but all try to keep out of it as much as we can. The men stand it so far well, though we have three or four on board who have been sick and disabled for some time. Though we have had none yet, we hope, in this latitude, to have plenty of showers, which will work two ways, however; as they must wet our provisions, and also kill the wind. Our course today has been north-by-east. Our water rations are increased while we are in the "Doldrums," where we have too frequent showers.





*Capt. Josiah A. Mitchell*



*Capt. Mitchell's Home as it Appears Today*





*May 5* Last night was a very unpleasant one; it rained very hard, and it was mighty hard stowage. We all got some sleep. Today has been overcast, so we have not suffered from the burning sun as we otherwise should. We caught a good deal of water last night, and have now more than we had when we left the ship. The Captain computes our latitude at about  $4^{\circ}$  N. The Captain, my brother Henry, myself, the third mate, and nine men lead in the long-boat, which, having most sail (*Hornet's* main-top-gallant studding-sail) tows the other tow — the first mate's coming next, and the second mate's last. We made a good run till about midnight, when the wind lessened a good deal. So far every thing goes on as well as can be expected. The men are in good spirits, though we all have a pretty hard time. We were enabled to keep on our course until showers and squalls headed us off.

*Sunday, May 6* This morning began very stormy and squally; it rained very hard, and one time the sea was very wicked — the waves broken and dangerous — what sailors call a “cobbling” sea. Every body became soaked, of course; bread got wet — with fresh water, however. Wind very light until one P.M.; then a rain squall. We keep on the look-out all the time for a sail. In the evening it rained again, making every thing very disagreeable. This boat is a very disagreeable one. What with a large water-cask, the bag of bread, and the bags belonging to the men, there is hardly any room left. [NOTE: This boat was only twenty-one feet long, six feet three inches wide and three feet deep.] We naturally thought often of all at home, and were glad to remember that it was sacrament Sunday, and that prayers would go up from our friends for us, although they know not our peril. We read and said our prayers as best we could for the rain. Not much wind. First part of the night very rainy and uncomfortable.

*May 7* Henry got the best sleep last night he has had yet; the Captain also got a few good cat-naps, the first he has had during the four days and nights since we lost the ship. Wind light until seven or eight o'clock, when it freshened up and gave us a high and cobbling sea — much worse than any we have seen in a good while. The other boats get on well, and are much better sea-boats than this chunk we are in — not that I have any reason

to complain of her action. Upon consultation the Captain thought best to steer more easterly to an island called Clipperton Rock, which is decidedly the nearest. Suppose we do not find it, we shall still stand in the highway of ships, and also make a good deal of easting, by which we are better able to make the isles further north, they being in latitude  $18^{\circ}$  to  $20^{\circ}$  N., and longitude  $111^{\circ}$  to  $131^{\circ}$  W. About ten o'clock we headed east-north-east, and hope to find Clipperton Island in latitude  $10^{\circ} 28'$ , and longitude  $109^{\circ} 19'$ . The bread department of our provisions is decidedly our weak point. The Captain places no reliance upon the chronometers on account of their constant disarrangement by the plunging of the boat; but he means to take sights now and then, as they keep together tolerably well.

*May 8* Last night a series of calms and light breezes, during which we had wind in all directions; rained, but not hard, till morning, when about six it began and kept it up pretty regularly — wet every thing and every body again. No wind all day. About noon it cleared off and came out hot. Second mate's boat desiring to row, we went to the rear and each boat took to the "white-ash"—that is, to the oars. Saw plenty of dolphins, but could not catch any. I think we are all beginning more and more to realize the awful situation we are in. It often takes a ship a week to get through the Doldrums — how much longer, then, such a craft as ours, which can not sail within seven to eight points of the wind. We are so crowded that we can not stretch ourselves out for a good sleep, but have to take it in any way we can get it. I am glad I managed to get aboard my three bottles of brandy — it will do us good service.

*May 9* Last night was a pleasant one — no rain of any account — so most of the day was spent in drying our wet clothes and blankets. Early in the evening the second mate's boat took the lead, rowing when shortly a breeze sprang up, and they made sail, continuing to row. We reefed our sail and set it, and so soon caught up that we took the lead; then shook out the reef. We have been highly favored in being able to keep together so well. The sun is very hot indeed, and gave me a warning to keep out of it as much as possible, in a very peculiar doubling of the sight when looking with both eyes, while with either one the vision was unmarred. . . . Lying down in the shade of the



sail soon banished the trouble, however, and I am all right now. Henry keeps well, but broods over our troubles more than I wish he did. Caught to-day two dolphins; had part of one cooked in a pan; it tasted well. Turned in about 7½ o'clock and slept pretty well till 12; then turned out to give Henry a chance. Had a good breeze and no rain. The Captain believed the compass out of the way, but the long-invisible North Star came out — a welcome sight — and indorsed the compass.

*May 10* Latitude 7° 0' 3" N.; longitude 111° 32' W. Drifting in calms all day. Even as the Captain says, all romance has long since vanished, and I think most of us are beginning to look the fact of our awful situation full in the face. We are still in a good place to be picked up, but seem to make little or nothing on our course toward the isles. We are so cramped up here that it makes it more trying than all else. They are not as provident as they should be in the third mate's boat. They have eaten up all the canned meats brought from the ship, and now are growing discontented. The men in the first mate's boat are careful and contented, however. The chronometers are going, but differ somewhat, and so they can not be depended upon. We have been mercifully guarded against the destructive effects of these sudden and violent squalls. We have all the water we want. Today Joe caught some more dolphins and a small turtle. Charley cooked a portion of the former.

*May 11* Latitude 7°; longitude 110° 0' 3". Standing still! Or worse; we lost more last night than we made yesterday. Caught some little rain, but not enough to fill up the water-butts. The sun in the middle of the day is very powerful, and makes it necessary to cover one's head. To-day the mate's boat caught a turtle; so we have some meat, though we have to eat it raw. The cock that was rescued and pitched into the boat while the ship was on fire still lives, and crows with the breaking of dawn, cheering us all a good deal. The second mate's boat again want water to-day, showing that they overdrink their allowance. The Captain spoke pretty sharply to them. From appearances they ought to be able to catch enough to-night. Have no reported sights of sails yet. In this latitude the horizon is filled with little upright clouds that look very much like ships. The men keep up well in our boat, and the Captain serves out two



table-spoonsful of brandy and water — half and half — to our crew. I offered one bottle of the brandy to the chief mate, but he declined, saying he could keep the after-boat quiet, and we had not enough for all.

*May 12* A good rain last night and we caught a good deal, though not enough to fill up our tank, pails, etc. Our object is to get out of these Doldrums, but it seems as if we can not do it. To-day we have had it very variable, and hope we are on the northern edge, though we are not much above  $7^{\circ}$ . This morning we all thought we had made out a sail; but it was one of those deceiving clouds. Rained a good deal to-day, making all hands wet and uncomfortable; we filled up pretty nearly all our water-pots, however. I hope we may have a fine night, for the Captain certainly wants rest, and while there is any danger of squalls, or danger of any kind, he is always on hand. I never would have believed that open boats such as ours, with their loads, could live in some of the seas we have had. We are all right, so far, and as comfortable as can be expected. I feel the fatigue of the lack of exercise, together with the insufficiency of food, considerably. Henry seems to bear up pretty well, though looking at times pretty miserable.

*Sunday, May 13* Last night was one of the finest nights we have had — no rain or squalls, though a variable set of winds. This morning finds us all pretty cheerful. During the night the cry of “A ship!” brought us to our feet, but it proved to be only a star rising out of the water. Thought often of those at home to-day, and of the disappointment they will feel next Sunday at not hearing from us by telegraph from San Francisco. To-day our rations were reduced to a quarter of a biscuit a meal, with about a half a pint of water. We hope to catch more turtles and fish to eke out our small stores. The men, I am sorry to say, are improvident; they don’t waste what they have, but would take three times as much as is necessary, if they could get it, and eat it instead of keeping it.

*May 14* To-day very showery, though last night was the most comfortable we have had. In the afternoon had a regular thunder-storm, which toward night seemed to close in around us on every side, making it very dark and squally. With great grati-

tude we saw the clouds break and stars once more appear. Our situation is becoming more and more desperate, for we have very little steady wind to make northing, and every day diminishes our small stock of provisions. We want to get to  $18^{\circ}$  N., and make some of the islands put down as lying thereabouts, but will have the northeast trades to contend against; they would be a good steady breeze, but with our sail and boat I doubt if we could sail within eight points of the wind — certainly not while towing the other boats. We have one large compass, and the second mate another; my little compass that H— gave me I have loaned to the first mate. The time must soon come when we must separate.

*May 15* From 10 P.M. last night we had a more comfortable night, though every thing was in a perfect sop. Wind baffling and very light — made but little progress. Spirits keep up, and I trust all will be well; but it is a terrible thing for us all so cramped and with no change of clothes. Sun out again hot; drying our wet things, but making it very scorching. We manage to head about north, but make very little progress. One blessing we have is a continued supply of water, which, as we must soon take the trades, is very important. The Captain took a longitude sight this morning, but noon was too cloudy for latitude. This afternoon wind headed us off to nearly E., and threatened squalls and showers late in the evening. Joe caught another dolphin to-day. In his maw we found one flying-fish and two skip-jacks. Had a visit from a land bird to-day, which perched on the yard for a while. This shows that we can not be far from Clipperton Rock — but whether we shall make it or not is very doubtful.

*May 16* Last night was a very quiet and comfortable one as regards rain, though our limited space makes it very hard sleeping for any length of time. We all keep well as yet, thank God, but are growing weaker. To-day we have a wind from the northeast, which we hope will settle down to a good steady trade, and take us either to the islands or across some vessel's track. The first mate's crew are in good spirits, but they have lived very close and are pretty weak. The cock still lives, and daily carols forth His praise. We have yet eaten neither of the turtles; when we do we must eat them raw, for want of means



to cook them. No more fish caught to-day. Bids fair for a rainy night, which I do not mind if we can fill up our water-butts.

*Captain Mitchell's Log*: "Only half a bushel of bread crumbs left."

*May 17* Was stopped writing last evening by the rain, which continued steadily all night, with a heavy and dangerous sea. All day yesterday till 2 P.M. rained steadily, and a more uncomfortable set of wretches one can not imagine. To-day, however, we are drying a little. To-day we were fortunate enough to catch a dolphin and a bonita — the latter, in its distress, took shelter under our rudder from a large sword-fish that was hovering around, and which we dared not for our lives try to catch or even molest. To-day we have been two weeks in these eggshells, and it certainly seems as if we are to be saved. God grant that an end to our captivity may soon be sent. The men in all the boats seem pretty well — the feeblest of the sick ones (not able, for a long time, to stand his watch on board the ship) is wonderfully recovered. A great increase of birds about us this morning.

Captain Mitchell set down: "Most awful night I ever witnessed."

*May 18* Latitude  $11^{\circ} 11'$ . Last night no rain of any consequence; had a pretty good night. Drifted about till 2 A.M. when we got a good breeze, which gave us our course. Mate came aboard today and reports all well with him but Peter, who has again got the fever, poor fellow! The third boat cooked the turtle the second boat caught, and mate reports the meat first-rate. We talk of separating, and must soon do so — we can tow one boat, but not two. It seems too bad, but it must be done for the safety of the whole. At first I never dreamed; but now hardly shut my eyes for a cat-nap without conjuring up something or other — to be accounted for by weakness, I suppose. Very likely we would have been in to San Francisco tomorrow or next day, had not our disaster happened. I should like to have sent B— the telegram for her birthday. At 2 A.M. we took a brisk little breeze from southwest, which allowed us to run our course north by east.



*May 19* Calm last night — rested pretty well. This morning Captain called up the two quarter-boats, and said one would have to go off on its own hook. Second mate would not go, so the first mate took his boat, and with six of the second mate's men who volunteered to go, with two of his own (in all nine); started early, and by 5 P.M. were out of sight to windward. Was all very sorry to have the mate leave us; but all considered for the best. This morning we have had a most scorching and burning sun, making it almost intolerable. Very calm all day to about 4 P.M. when a slight breeze sprang up. It did not last very long, however. The mate's boat nowhere to be seen this morning. I hope he was more successful in catching water than we were. Water will now be a scarce article, for as we get out of the Doldrums we shall only get showers now and then in the trades. This life is telling severely on my strength. Henry holds out first-rate.

*Sunday, May 20* Latitude  $12^{\circ} 0' 9''$ . Very little rain last night — none that we could save to put in the cask. No breeze to speak of. It is very strange that we do not get the trades, which usually come at  $8^{\circ}$  to  $10^{\circ}$ . We all watch anxiously for a sail, but have as yet only had visions of ships that came to naught — the semblance without the substance. God grant that the time is not far distant when we shall be picked up, for that is my greatest hope! The turtle which Joe caught served us for dinner yesterday and to-day, and very good it was. No fish about us to-day. We are daily in hopes of catching something, for it helps out our stores wonderfully. The second mate, this afternoon, succeeded in catching a "booby" — a bird as large as a wild duck. As they have no other meat it will go well.

*May 21* Fine breeze all night, about east — quite as much as we could well stand. It soon brought up a sea, but we made a good night's work of it. No rain to-day; more squally, and the wind not steady. The second mate has been fortunate enough to catch three more boobies, and gave us one. For dinner to-day we had half a can of mince-meat divided up and served round, which strengthened us somewhat. Just after dinner, during a little squall, and rolling very much, we sprung our mast so badly that it had to be taken down, cut off, and reshipped. The sail also was altered. We may now be said to be on our trade-

wind. Our rigging, like ourselves, is rather weak, however. I believe I have not before stated that, in getting this long-boat off the ship's deck, a large hole was stove on the starboard side of the keel; it has been calked the best we could, but still we have to keep one man bailing all the while. One of the quarter-boats also had an oar-handle stove through her. We have headed to-day about northwest, which is perhaps well, for we hope we have easting enough to make some of the isles; if not, we are in better position to be picked up.

*May 22* Last night wind headed us off, so that part of the time we had to steer east-southeast, and then west-northwest, and so on. This morning we were all startled by a cry of "Sail ho!" Sure enough, we could see it! And for a time we cut adrift from the second mate's boat, and steered so as to attract its attention. This was about half past 5 A.M. After sailing in a state of high excitement for almost twenty minutes we made it out to be the chief mate's boat. Of course we were glad to see them and have them report all well; but still it was a bitter disappointment to us all. Now that we are in the trades it seems impossible to make northing enough to strike the isles. We have determined to do the best we can, and get in the route of vessels. Such being the determination it became necessary to cast off the other boat, which after a good deal of unpleasantness, was done, we again dividing water and stores, and taking Cox into our boat. This makes our number fifteen. The second mate's crew wanted to all get in with us and cast the other boat adrift. It was a very painful separation. This afternoon caught a booby.

*May 23* A good breeze all night, allowing us to head about northwest or a little better. Took a longitude observation this morning, but the sun was overclouded at noon, so we could make out neither latitude nor longitude. Our chances as we go west increase in regard to being picked up, but each day our scanty fare is so much reduced. Without the fish, turtle, and birds sent us, I do not know how we should have got along. The other day I offered to read prayers morning and evening for the Captain, and last night commenced. The men, although of various nationalities and religions, are very attentive, and always uncovered. May God grant my weak endeavor its issue! Sea much gone down, and altogether a comfortable day; wind



regular trade, allowing us to head about northwest. Sun obscured nearly all day. We want a few good showers to fill up our cask, now twice heavily drawn upon in supplying the departing boats. These, however, I hope and trust will be sent in good time. We as yet suffer little from thirst, having as a ration about half a tumbler a meal; besides, since the trades set in it is not so hot or languid. No boobies nor fish today. I am afraid our chance for fish after this is small, as few here bite at a trolling hook, and we have a fresh wind almost all the time. Turtles will be scarce also. However, I hope for birds.

*May 24* Latitude  $14^{\circ} 18' N$ . Headed about northwest all day. In the afternoon heavy sea, with promise of a bad night. No birds or fish. Can of oysters for dinner, which gave five oysters a piece and three spoonfuls of juice, which, with an eighth of a biscuit, made our allowance, with about a gill of water. Such is our fare. God have mercy upon us all! We are all plainly getting weaker — there is no blinding ourselves to that sorrowful truth. Our best hope is to the westward, in the track of ships, and let go the isles, as we waste twice the time tacking for them. Such is the Captain's notion. Ah, how I wish I had striven to get the rest of my whisky! A spoonful of brandy with water has a marked effect upon us all. All the evening had a heavy and cobbling sea.

*May 25* Last night was a very hard one till about 4 A.M., the sea breaking over our weather side, making every thing wet and uncomfortable; nor was the day any better. I think hardly any one managed to keep entirely dry. Sun not fully out all day. Tried, but could get no observation. These are splendid trades for a ship, but too much for our crank craft. Nothing particular happened to-day. My cramped position makes lying one way any length of time almost impossible, and one is sore almost all over. Plenty of flying-fish about, but none disposed to come aboard. Passed at some distance a spar, but not near enough to see what it was. Saw also some whales blow. Weather misty, with very fine rain, which is penetrating. Good prospect of just such another night as last. Great difference noticeable in the men in regard to close steering and keeping a dry boat. Though our meals are very slight and poor, men were never more eager for them or appreciated them better than we do.



*May 26* Latitude  $15^{\circ} 50'$ . Last night much more comfortable than the one before this. Occasionally we took some water. In the first watch (the watches are kept up, four six-hour watches in a day) a large flying-fish came aboard, and at about 4 A.M. we caught a booby, which will do for our dinners to-day. Both fish and flesh we have to eat raw after drying or baking in the sun (which has been so far a good hot one). The men grow weaker, and, I think, despondent; they say very little, though. We can not do better with the boat than sail within eight points of the wind, particularly as the trades bring considerable sea, which aids to head us off. This beating is out of the question. It seems our best chance to get in and lie in the track of ships, with the hope that some one will run near enough our speck to see it. I fear for the other two boats, for the sea we had Thursday night and Friday was very hard for them. I hope they stood west, and are picked up.

*Sunday, May 27* Latitude  $16^{\circ} 0' 5''$ ; longitude, by chronometer,  $117^{\circ} 22'$ . Our fourth Sunday! When we left the ship we reckoned on having about ten days' supplies, and now we hope to be able, by rigid economy, to make them last another week if possible. Last night the sea was comparatively quiet, but the wind headed us off to about west-northwest, which has been about our course all day to-day. Another flying-fish came aboard last night, and one more to-day — both small ones. No birds. A booby is a great catch, and a good large one makes a small dinner for the fifteen of us — that is, of course, as dinners go in the *Hornet's* long-boat. Tried this morning to read the full service to myself with the communion, but found it too much; am too weak, and get sleepy, and can not give strict attention; so I put off half until this afternoon. I trust God will hear the prayers gone up for us at home to-day, and graciously answer them by sending us succor and help in this our season of deep distress. The ship was fired by carelessly drawing some varnish with an open lamp in hand, the barrel of varnish being in the "booby-hatch," where are stored spare sails, rigging, etc. Orders had been given to have it on deck to open.

*May 28* Wind light and sea smooth last night, so that all hands, I hope, got a good six hours' rest. This day wind freshened, enabling us to head about northwest. A good day for see-

ing a ship, but none to be seen. I still feel pretty well, but my legs are very weak. Henry bears up and keeps strength the best of any aboard, I think, thank God! My earnest prayer is that he may be saved at any rate, and restored. Our only chance is in being picked up, unless providentially provided with more provisions in the shape of fish or birds, which now seem more and more scarce. I do not feel despondent at all, for I fully trust that the Almighty will hear our and the home prayers, and He who suffers not a sparrow to fall sees and cares for us, His creatures.

*May 29* Good breeze last night, and not very rough after 9 o'clock. The moon is of great benefit to us, and a cheering comrade. I am sorry it is now on the wane. To-day we changed to two meals a day, thereby to lengthen out our scanty stores as long as possible. We are all wonderfully well and strong, comparatively speaking, thanks to God and the good fare we had on board the ship. All the men are hearty and strong; even the ones that were down sick are well, except poor Peter, who had to be left to the second mate's boat. The two boats are ere this saved, or I fear for them. We have here a man who might have been a duke had not political troubles banished him from Denmark. He is one of our best men; have to-day quite enjoyed a chat with him. The rest, including "Harry" (Frenchman), seem rather callous to their condition. All seem attentive to our morning and evening prayers, which Henry reads, his voice being strongest. There is no complaining or swearing aboard, which is a great comfort. Henry and I have quiet little evening chats, which are of great comfort and consolation to us, even though they are on very painful subjects. Latitude  $16^{\circ} 44' N$ ; longitude (chron.)  $119^{\circ} 20'$ .

*Captain's Log:* "Reduced ration to quarter of a biscuit a day to each man. Two quarts bread crumbs left, one-third of a ham, three small cans of oysters, and twenty gallons of water."

*May 30* Latitude  $17^{\circ} 17'$ . Last night a comparatively quiet one. Had a good breeze, which enabled us to head about north-northwest. The result shows for itself in our latitude to-day — made over 33 miles of northing since yesterday's observation. Shipped but little water, so all hands did some sleeping. This



noon, upon general agreement, we have changed our course to west by north. Our reasons for this are good: We are just in the latitude of a group of islands — the “American Group” — though a long way east of them; our prevailing wind (trade) is from the northeast; our chance is equally good of seeing vessels; and, lastly, by sailing “free” we do not waste time, which, as our provisions are very low, is a great object. It is a hard scratch and a long six hundred and fifty miles, but is, all in all, our best course. It is perfectly useless to try to beat to windward with this boat, so the other isles (the Revillagiegado Group) are of no account to us. Our ration at 9 A.M. yesterday was a piece of ham two inches square, and about as thin as it could be cut, and one-eighth of a biscuit, with about a gill of water. At 5 P.M. we had about a quarter of a biscuit, five oysters (which constitute one-fifteenth of a can), one and a half tablespoonsful of the juice, and a gill of water. Our stores, however, will not stand even two such meals a day as the above. We have got to reduce the rations further, for our bread is almost gone. We have now left: 1 can of oysters, about 3 pounds of raisins, 1 can of “soup-and-bouille,” less than half a ham, and about 3 pints of biscuit crumbs. God help us and provide for us! Somehow I feel much encouraged by this change of course we inaugurated today.

*May 31* Very little to chronicle to-day. Last night was cold, but not very wet. Made good headway all the twenty-four hours. God grant us deliverance soon, in the shape of a ship, or if not, strength to reach the “American Group” of islands! This A.M. the bread-bag was found open and some bread missing. We dislike to suspect any one of such a rascally act, but there is no question that this grave crime has been committed. Two days will certainly finish the remaining morsels. Day obscured until about 3 P.M., when the wind and sea always seem to increase, but afterward generally subside somewhat. We have kept an anxious look-out for vessels all day, but it was all for naught. The hope was vain. The Captain has lost his glasses, and therefore he can not read our pocket prayer-books as much as I think he would like, though he is not familiar with them. He is a good man, and has been most kind to us — almost fatherly. He says if he had been offered the command of the ship sooner he should have brought his two daughters with



him. Naturally enough, he is now devoutly thankful he did not.

*Captain's Log:* "Two meals a day: of fourteen raisins and a piece of cracker the size of a cent, for tea; and a gill of water, and a piece of ham and a piece of bread, each the size of a cent, for breakfast."

*June 1* Last night and to-day sea very high and cobbling, breaking over and making us all wet and cold. Weather squally, and there is no doubt that only careful management — with God's protecting care — preserved us through both the night and the day; and really it is most marvelous how every morsel that passes our lips is blessed to us. It makes me think daily of the miracle of the loaves and fishes. Henry keeps up wonderfully, which is a great consolation to me. I somehow have great confidence, and hope that our afflictions will soon be ended, though we are running rapidly across the track of both outward and inward bound vessels, and away from them; our chief hope is a whaler, man-of-war, or some Australian ship. The isles we are steering for are put down in Bowditch, but on my map are said to be doubtful. God grant they may be there!

*Captain's Log:* "Hardest day yet."

*June 2* Latitude  $18^{\circ} 9'$ . Last night much like previous one — equally cloudy, with slight showers of rain and a heavy sea. This morning much the same; toward noon, however, the sea went down somewhat, and, although it is still high, it is a great deal more comfortable. The sun, also, was out a good part of the time, which has not been the case for a day or two. It is a great blessing, as it dries us. The charitable breeze keeps off thirst wonderfully, so that we even save water out of our scanty allowances. We see very few birds now except "Mother Cary's chickens"; occasionally a "boatswain," and some sea-birds that keep continually darting about just over the tops of the waves. I can not help thinking of the cheerful and comfortable time we had aboard the *Hornet*.

*Captain's Log:* "Two days' scanty supplies left — ten rations of water apiece and a little morsel of bread. But the sun shines, and God is merciful."

*Sunday, June 3* Latitude  $17^{\circ} 54'$ . Heavy sea all night, and from 4 A.M. very wet, the sea breaking over us in frequent sluices, and soaking every thing aft, particularly. All day the sea has been very high, and it is a wonder that we are not swamped. Heaven grant that it may go down this evening! Our suspense and condition are getting terrible. I managed this morning to crawl, more than step, to the forward end of the boat, and was surprised to find I was so weak, especially in the legs and knees. The sun has been out again, and I have dried some things, and hope for a better night.

*June 4* Latitude  $17^{\circ} 6'$ ; longitude  $131^{\circ} 30'$ . Shipped hardly any seas last night, and to-day the sea has gone down somewhat, although it is still too high for comfort, as we have an occasional reminder that water is wet. The sun has been out all day, and so we have had a good drying. I have been trying for the past ten or twelve days to get a pair of drawers dry enough to put on, and to-day at last succeeded. I mention this to show the state in which we have lived. If our chronometer is any where near right, we ought to see the American Isles tomorrow or next day. If they are not there, we have only the chance, for a few days, of a stray ship, for we can not eke out the provisions more than five or six days longer, and our strength is failing very fast. I was much surprised to-day to note how my legs have wasted away above my knees; they are hardly thicker than my upper arm used to be. Still I trust in God's infinite mercy, and feel sure He will do what is best for us. To survive, as we have done, thirty-two days in an open boat, with only about ten days' fair provisions for thirty-one men in the first place, and these twice divided subsequently, is more than mere unassisted human art and strength could have accomplished or endured.

*Captain's Log*: "Bread and raisins all done."

*June 5* Quiet night and pretty comfortable day, though our sail and block show signs of failing, and need taking down — which latter is something of a job, as it requires the climbing of the mast. We also had had news from forward, there being discontent and some threatening complaints of unfair allowances, etc., all as unreasonable as foolish; still these things bid us be on our guard. I am getting miserably weak, but try to



keep up the best I can. If we can not find those isles we can only try to make northwest and get in the track of Sandwich Island bound vessels, living as best we can in the mean time. To-day we changed to one meal, and that at about noon, with a small ration of water at 8 or 9 A.M., another at 12 M., and a third at 5 or 6 P.M.

*Captain's Log:* "Nothing left but a little piece of ham and a gill of water, all round."

Note secretly passed by Henry to his brother: "Cox told me last night there is getting to be a good deal of ugly talk among the men against the Captain and us aft. Harry, Jack, and Fred especially. They say that the Captain is the cause of all — that he did not try to save the ship at all, nor to get provisions, and even would not let the men put in some they had, and that partiality is shown us in apportioning our rations aft. Jack asked Cox the other day if he would starve first or eat human flesh. Cox answered he would starve. Jack then told him it would be only killing himself. If we do not find these islands we would do well to prepare for anything. Harry is the loudest of all."

*Answer:* "We can depend on Charley, I think, and Thomas, and Cox, can we not?"

*Second Note:* "I guess so, and very likely on Peter — but there is no telling. Charley and Cox are certain. There is nothing definite said or hinted as yet, as I understand Cox; but starving men are the same as maniacs. It would be well to keep a watch on your pistol, so as to have it and the cartridges safe from theft."

*June 6* Latitude  $16^{\circ} 30'$ ; longitude (chron.)  $134^{\circ}$ . Dry night, and wind steady enough to require no change in sail; but this A.M. an attempt to lower it proved abortive. First, the third mate tried and got up to the block, and fastened a temporary arrangement to reeve the halyards through, but had to come down, weak and almost fainting, before finishing; then Joe tried, and after twice ascending, fixed it and brought down the block; but it was very exhausting work, and afterward he was good for nothing all day. The clew-iron which we are trying to



make serve for the broken block works, however, very indifferently, and will, I am afraid, soon cut the rope. It is very necessary to get every thing connected with the sail in good, easy running order before we get too weak to do any thing with it.

*Captain's Log:* "Only three meals left."

*June 7* Latitude  $16^{\circ} 35'$  N.; longitude  $136^{\circ} 30'$  W. Night wet and uncomfortable. To-day shows us pretty conclusively that the American Isles are not here, though we have had some signs that looked like them. At noon we decided to abandon looking any further for them, and to-night haul a little more northerly, so as to get in the way of Sandwich Island vessels, which, fortunately, come down pretty well this way — say to latitude  $19^{\circ}$  to  $20^{\circ}$  to get the benefit of the trade-winds. Of course all the westing we have made is gain, and I hope the chronometer is wrong in our favor, for I do not see how any such delicate instrument can keep good time with the constant jarring and thumping we get from the sea. With the strong trade we have, I hope that a week from Sunday will put us in sight of the Sandwich Islands, if we are not saved before that time by being picked up.

*June 8* My cough troubled me a good deal last night, and therefore I got hardly any sleep at all. Still I make out pretty well, and should not complain. Yesterday the third mate mended the block, and this P.M. the sail, after some difficulty, was got down, and Harry got to the top of the mast and rove the halyards through after some hardship, so that it now works easy and well. This getting up the mast is no easy matter at any time with the sea we have, and is very exhausting in our present state. We could only reward Harry by an extra ration of water. We have made good time and course to-day. Heading her up, however, makes the boat ship seas, and keeps us all wet; however, it can not be helped. Writing is a rather precarious thing these times. Our meal to-day for the fifteen consists of half a can of "soup-and-bouille"—the other half is reserved for tomorrow. Henry still keeps up grandly, and is a great favorite. God grant he may be spared!

*Captain's Log:* "A better feeling prevails among the men."

*June 9* Latitude  $17^{\circ} 53'$ . Finished to-day, I may say, our whole stock of provisions. We have only left a lower end of a ham-bone, with some of the outer rind and skin on. In regard to the water, however, I think we have got ten days' supply at our present rate of allowance. This, with what nourishment we can get from boot-legs and such chewable matter, we hope will enable us to weather it out till we get to the Sandwich Islands, or sailing in the mean time in the track of vessels thither bound, be picked up. My hope is in the latter — for in all human probability I can not stand the other. Still we have been marvelously protected, and God, I hope, will preserve us all in His own good time and way. The men are getting weaker, but are still quiet and orderly.

*Sunday, June 10* Latitude  $18^{\circ} 40'$ , longitude  $142^{\circ} 34'$ . A pretty good night last night, with some wettings, and again another beautiful Sunday. I can not but think how we should all enjoy it at home, and what a contrast is here! How terrible their suspense must begin to be! God grant it may be relieved before very long, and He certainly seems to be with us in every thing we do, and has preserved this boat miraculously; for since we left the ship we have sailed considerably over three thousand miles, which, taking into consideration our meagre stock of provisions, is almost unprecedented. As yet I do not feel the stint of food so much as I do that of water. Even Henry, who is naturally a great water-drinker, can save half of his allowance from time to time, when I can not. My diseased throat may have something to do with that, however.

Henry Ferguson's journal completes the account of this terrible adventure. His first entry is made on the day after taking to the boats and from

*May 4 to May 12* Doldrums: —Tells it all. Never saw, never felt, never heard, never experienced such heat, such darkness, such lightning and thunder, and wind and rain, in my life before.

*May 17* He sets down that a water-spout stalked by them, and they trembled for their lives, but he also adds that "it might have been a fine sight from a ship." And for the same day:



Passed a most awful night. Rained hard nearly all the time, and blew in squalls, accompanied by terrific thunder and lightning, from all points of the compass.

*June 4* Men growing dreadfully discontented, and awful grumbling and unpleasant talking is arising. God save us from all strife of men; and if we must die now, take us himself and not embitter our bitter death still more.

*June 5* Dreadful forebodings. God spare us from all such horrors! Some of the men getting to talk a good deal. Nothing to write down. Heart very sad.

*June 6* Passed some sea-weed, and something that looked like the trunk of an old tree, but no birds; beginning to be afraid islands not there. To-day it was said to the Captain, in the hearing of all, that some of the men would not shrink, when a man was dead, from using the flesh, though they would not kill. Horrible! God give us all full use of our reason, and spare us from such things! "From plague, pestilence, and famine, from battle and murder — and from sudden death: Good Lord deliver us!"

*Sunday, June 10* Our ham-bone has given us a taste of food to-day, and we have got left a little meat and the remainder of the bone for to-morrow. Certainly never was there such a sweet knuckle-bone, or one which was so thoroughly appreciated. . . . I do not know that I feel any worse that I did last Sunday, notwithstanding the reduction of diet; and I trust that we may all have strength given us to sustain the sufferings and hardships of the coming week. We estimate that we are within 700 miles of the Sandwich Islands, and that our average, daily, is somewhat over 100 miles, so that our hopes have some foundation in reason. Heaven send we may all live to reach land!

*June 11* Ate the meat and rind of our ham-bone, and have the bone and the greasy cloth from around the ham left to eat to-morrow. God send us birds or fish, and let us not perish of hunger, or be brought to the dreadful alternative of feeding on human flesh! As I feel now, I do not think any thing could persuade me; but you can not tell what you will do when you are reduced by hunger and your mind wandering. I hope and



pray we can make out to reach the Islands before we get to this strait; but we have one or two pretty desperate men aboard, though they are quiet enough now. It is my firm trust and belief that we are going to be saved.

*Captain's Log*: "All food gone."

*June 12* Stiff breeze, and we are fairly flying — dead ahead of it — and toward the Islands. Good hopes, but the prospects of hunger are awful. Ate ham-bone to-day. It is the Captain's birthday — he is 54 years old to-day.

*June 13* The ham-rags are not gone yet, and the boot-legs, we find, are very palatable after we get the salt out of them. A little smoke, I think, does some little good; but I don't know.

*June 14* Hunger does not pain us much, but we are dreadful weak. Our water is getting frightfully low. God grant we may see land soon! Nothing to eat — but feel better than I did yesterday. Toward evening saw a magnificent, double-rainbow — the first we had seen. Captain said, "Cheer up, boys, it's a prophecy! — it's the bow of promise!"

*June 15* God be forever praised for His infinite mercy to us! Land in sight! Rapidly neared it, and soon were sure of it. . . . Two noble Kanakas swam out and took the boat ashore. We were joyfully received by two white men — Mr. Jones and his steward, Charley — and a crowd of native men, women, and children. They treated us splendidly — aided us, and carried us up the bank, and brought us water, poi, bananas, and green cocoa-nuts; but the white men took care of us, and prevented those who would have eaten too much from doing so. Every body overjoyed to see us, and all sympathy expressed in faces, deeds, and words. We were then helped up to the house, and help we needed. Mr. Jones and his steward, Charley, are the only white men here. Treated us splendidly. Gave us first about a teaspoonful of spirits in water, and then to each a cup of hot tea with a little bread. Takes every care of us. Gave us later another cup of tea — and bread the same — and then let us go to rest. It is the happiest day of my life. God, in His mercy, has heard our prayer, and we are saved. . . . Every body is so kind. Words can not tell —

*June 16* Mr. Jones gave us a delightful bed, and we surely had a good night's rest — but not sleep — we were too happy to sleep. They gave the Captain a little room, and the same to Sam and me, and gave the sitting-room to the men. We enjoyed the night, but did not sleep — would keep the reality, and not let it turn to a delusion — dreaded that we might wake up and find ourselves in the boat again. . . .

Captain Mitchell kept a personal diary for the year 1866, from this we have selected the entries beginning May 6, in order to give a more complete picture of what took place in the boat. The diary gives an inkling of the private thoughts of the leader under the strain of great responsibility. Intended as it was for the eyes of his wife and family in case he did not survive he trusted that by some chance his record might be preserved for them. Written upon the cover of the diary was this request:

Whoever this Book receives will be pleased to forward it to Mrs. Susan R. Mitchell (my Dearly beloved Wife) at Freeport Maine, U. S. A. Boat At Sea June 1866.

It was intended that the last survivor should place this diary in a bottle and cast it adrift, hoping that it would be picked up.

*Thursday, May 3* 7 A.M. Latt 2.20 Long 112.10 At 8 left *Hornet* in 3 boats. Ship on fire and envelopd all over, just time to launch boats and get a little provisions. — At 9 Mast went overbd Stay round the Ship in the boats hoping some ship would be attracted smoke and take us off — Latt 2.04 Long 112.00

*Friday, May 4* Begins ship still burning. No relief. At 6 P.M. divided the men in the boats 9 men in each yawl and 13 in long boat with water & provisions. At 5 A.M. Ship went down still burning. At 6 A.M. kept off N by E for Clarion Island hoping to reach it as nearest land. Latt Obs 2.50 Long 112.45

*Saturday, May 5* Run North by E. 5 Knts until 6 P.M. Night dark, Calm and rainy filld up everything with water. At 6 A.M. breeze from SE fresh, a good deal of Cobbling sea, run N by E. Cloudy and rainy in the doldrums, hot. Latt DR 4.00 Long 111.30. Half a biscuit a Man.



*Sunday, May 6* Strong breeze from South and rough sea running N by E until 12 midnight, dies, torrent of rain & awful doldrum. Bread and everything soaked. Boat very uncomfortable. At A.M. breeze from SSW fresh. Hard chance. Latt Obs. 5.11 Long D R 111.25

*Monday, May 7* Winds light & baffling with Calms and Clobbering sea. Latter strong breeze from SW a good deal of sea from NW. Soaking rain at intervals, very bad sea — doing the best one can in a crowded boat. The three boats still attached — Made N by E when we could. Have to go easy. Latt Obs 6.12 N. Long 110 — Steering E N E.

*Tuesday, May 8* Light breeze fst part. Steered NE towing the small boats — Night, wind light — All round the compass, perfect torrents of rain latter part Calm, had both boats alongside and had a good talk Men cheerful and hope to be taken out. for myself I see & feel no prospects. Ends hot Calm and Cloudy. No obs Latt 16.21 No Long —

*Wednesday, May 9* All well as yet. Doing best we can. Men all cheerful, steered when we had a breeze N NE & N. All the first part calm. turned in until 7 P.M. I got a nap of 2 hours last night the first I have had We are now on the 7th day, since leaving the ship. The prospect of being saved is small — God be Merciful to us — Latt Obs 6.50 Long about 108 —

*Thursday, May 10* Calm & Hot Afternoon caught 2 dolphins, through the night breeze from NW. Steerd by the wind, boats fast together. This is the 8th day — Men begin to look famishd and despairing. Almost out of resources for encouraging them. Latter part calm & scalding sun Got a sight with Chro. 110.32 Latt. 7.03. The diet begins to effect us all. 2nd Mates Boat very improvident & troublesome.

*Friday, May 11* Begins Light Airs and scalding sun, and calms through the night, slow drizzling rain. Wind light from North, could not succeed in catching any water. 6 A.M. Calm. My own strength failing fast, Never can get anywhere in these calms — Ends hot & Calm, we are all failing fast — Latt Obs 7.00. Long 109.3 —



*Saturday, May 12* Latt 7.00. Long. 109.00 Another day of Calms, burning Sun baffling Airs Rain drizzly, &c alternately with a good deal of Cobbling sea — Nothing gained — Shall be obliged to separate the boats. all very crowded. I feel tolerable well yet for which I am truly grateful — God preserve us.

*Sunday, May 13* Suffered much from thirst. Very dark squally rainy weather. Awful Hot — Midnight clears up, wind S which lasts through the day. Steered N by E, boats still together — Chances dark — Ends squally aff. O for More rain, this thirst I cannot stand. Latt Obs 8.08

*Monday, May 14* Condition not bettered. Still alive and together. Same doldrum weather. Squalls & baffling winds & Calms. burning sun. And nights. Torrents of rain, thunder and Lightning, crowded this boat — no room to move,  $\frac{1}{2}$  biscuit per day, can anything be worse. God is our only help. Latt this day 9.06. I pray continually —

*Tuesday, May 15* Still the same dreadful weather. steering North whenever I can to get out into a breeze for this is getting awful drenched thro' & thro' again last night. Thunder & Lightning terrific. would that we could get a breeze. Still I am truly thankful we are preserved. What our fate is to be God only knows. No Obs. Ends Calm

*Wednesday, May 16* Comes in very light Airs from North Opd S&B tin. 14 good dinners All getting hungry — No rain today. Middle & Latter very light Airs from NE. Caught a Dolphin. Got a sight this morn. chronometers running, very hot and scalding. About  $\frac{1}{2}$  bushel Bread Crumbs left. What are we to do then? God in thy Mercy help us. Ends very light fr. N. E. hot & cloudy — Latt 10.16 Long Ch 110.18 — I want to reach Clarion Island. its our only chance — God be with us —

*Thursday, May 17* An awful day & worse night. Wind & Squalls from all quarters, a good deal of sea. Much thunder & Lightning and perfect torrents of rain. Everybody & every thing drenched. the most anxious night I ever passed. dark as Erebus. these three boats together. If had but this one It would not be so hard — but I cannot cast them off No Obs Dark & rainy 109.30 10.40.

*Friday, May 18* God in his goodness has preserved us another day, boats still together. First & Latter part calm, a good deal of Sea weather Cloudy very sultry thro the night, nice breeze from E to S. Steer North whenever I can get out of doldrums. All well yet. Latt Obs 11.12 N 109.10

*Saturday, May 19* Calms & light rain squalls & hot scalding sun burning us up & no progress — The Mate with Eight men cast off this morn by himself, divided the Water & Provisions. Ends calm burning hot — We are too weak to pull and unless we get a breeze soon must all perish — No Obs.

*Sunday, May 20* First part calm and hot — thro the night Cool & light breezes baffling, steering N. 2 Knots — at daylight Mates boat not in sight — God grant some of us may be pickd up — Sabbath. O how Glorious if one could be anywhere else — A lovely day but O what a place to pass it in — Very little hope, I am getting very weak. Ends hot sun and Calm Latt 12.10 N —

*Monday, May 21* Begins light air from NE, increasing to steady breeze. All hands encouraged by it. Middle rough & squally. Wind NNE to NE very uncomfortable. Latter part strong squally trade, heavy sea — Boat pitching & rolling fearfully, pitched away mast, — reduced mast & sail — Cloudy and fresh with heavy sea. Ends. No Obs Lat 13 no Long. Caught several boobies.

*Tuesday, May 22* Took one man out of second Mates Boat. Begins strong trade & Rough sea — Winds NNE Very rough night. Daylight saw the Mates boat ahead, thot it a sail and we saved, the dissapointment was bitter, came up and spoke him, all well & cheerful, At 8 A.M. divided Water & Stores with 2nd Mates boat, bid them farewell and left them. God have us all in his keeping. A beautiful day but what a situation to enjoy it. Lat 13.20

*Wednesday, May 23* Comes in fresh trade & rough cross sea. boat jumping a good deal Caught a booby, God seems to provide for us. Middle & Latter part sea smoother and trade Moderate. Sky overcast, a great relief to us. Men getting weak and sleepy. Steering by the wind all the time. Hd'g about NW going 3 knots — Read prayers in boat today. God send us relief — Ends cloudy, No Obs. sea making and wind increasing.



*Thursday, May 24* Fresh trade & cloudy all this day. Showrs, Wind strong NW, stood East — Latter part strong from NNE. Standing NW. All getting very weak, rations insufficient. 15 dined on 5 small oysters apiece (1. Can) Provisions failing, a few more days & then what, providing we are spared. God care for us Latt Obs 14.18 —

*Friday, May 25, 1866.* This day very rough Sea, strong trade and cloudy weather. Boat pounding into the sea by the wind; seems impossible she can live a great while. The hand of God is over us, provisions getting low. Men despondent. It's terrible O God in Thy Mercy send us relief. No Obs — Our prospect of being saved is very Gloomy — O My Dear Wife & Loved Ones — pray ever —

*Saturday, May 26* We are still preserved. All this day fresh trade and rough sea. First & Middle fine rain & Misty, what with seas slopping over rain & Mist. very wet & Uncomfortable. Latter part sunshine, pleasant. A Booby & flying fish came on board which Makes our dinner for 15 men. I feel very thankful and hope we shall be preserved until taken up. Latt. 15.50

*Sunday, May 27* Afternoon pleasant, less sea got a Chro. sight putting us in Long 118.30. Can't be right. I judge 115. First part night very rough. Latter grows smooth, day ending very pleasant. O how many thousands are worshipping God this fine day. And how utterly wretched are we, thankful for the day, and our wonderful preservation. Growing very weak Good sight Latt. 16.06 — 17.24

*Henderson Isle 128—24*

*Monday, May 28* Moderate NNE Winds and smooth sea all this day comparatively. Stores small, growing very weak — Thankful for fine weather want to live as long as possible hoping to fall in with a ship. O My Dear Wife & Children if your Father has ever given you offence forgive him as he hopes to be forgiven. O could I but see you once more. God have mercy on us Latt. 16.24

*Tuesday, May 29* Very weak today can hardly stand — Latt 16.44, Long 119.20. Have been favd with smooth sea & fine weather. Mod breezes. Reduced allowance to  $\frac{1}{4}$  biscuit a day



hoping to live to be rescued. Have about 2 qts bread crumbs left,  $\frac{1}{3}$ d of a Ham & 3 small tins Oysters, 20 gals Water, O My God send us relief.

*Wednesday, May 30* Broken trades all this day from N to E Squally & Moderate alternately, Misty Showers. A good deal of Sea, breaks into the boat. Cold wet & very disagreeable. No sleep & very weak, no exercise, blood stagnant. Still we are wonderfully preserved, And God is Good in him we trust. Latt 17.17

*American Group — Gave up Henderson*

*Thursday, May 31* At 1 PM this day Kept off West — for the Am Group Cluster of Islands. 16 to 17 N & in 133 to 136. Moderate trades, smooth sea & cloudy weather which greatly relieves our thirst two meals a day. 11 raisins and a piece of bread the size of a cent for Tea. Morning a piece of ham & bread each the size of a cent & a gill of water. O I am growing so weak. God have mercy & send us despairing ones relief before its too late we praise thy holy name. No Obs.

*Friday, June 1* Strong squally trade very rough high seas Wet & extremely uncomfortable, hardest day yet Water flying in the boat keeps us continually wet. Can't write, All very weak particularly myself, Cold and hungry — Great God have us in thy keeping & preserve us. No Obs. still running for uncertain Islands 30 ds in the boat and No Sail Gladdens us

*Saturday, June 2* Very high sea all this day and dangerous running. Yet we are miraculously sustained By Gods protecting care — very wet from the sea & very cold, so near the water, yet we are all better than could be expected. 30 ds today, in this boat with 2 ds more supplies of the scantiest measure 10 raisins apiece and a little piece of bread — the sun shines and God is Merciful Latt 18.09 —

*Sunday, June 3* Obligated to Keep off on Acct of sea. Very heavy sea all day and very dangerous running, have spent most of the day in prayer to God and thinking of my beloved family. I Must give them all up & Commend them to Gods Mercy. O My Father Spare me if its thy will otherwise prepare me for Death Lat 17.54

*Monday, June 4* We are still preserved by Gods Mercy — First & Middle part of this day very rough & high sea, running before it. Wet & Cold — Latter part pleasant sun shine. & Worth trying to get dry, Bread & Raisins all gone — Everybody very weak & praying for relief. Hope we may fall in with some ship before its too late. Good sights to day Latt 17.06 Long 130.36

*Tuesday, June 5* First part of this day pleasant with a high rolling sea, Night fine, Latter part cloudy sea still large wind light dryer in the boat than for many days We are getting very weak. Bread gone a little piece of Ham & a gill of water. A conspiracy formed to Murder me. Minds unquiet — God is over all Latt 16.46

*Wednesday, June 6* Another day has been allowd us first & middle thick & Cloudy Latter very pleasant sky good deal of sea & fresh wind — daily growing weaker. Allowance very small & but three meals left — American Group not there. Must run for Sandwich Islands and trust in Gods Goodness for food — Latt 16.30 Long 134 —

*Thursday, June 7* 5 Weeks in the Boat, provisions all gone but 1 small can. A little water left. Beautiful June day, running all day hoping to reach Sandwich Islands failing fast. Everybody very weak. A day or two more and all will be over. O God Mercy on us and forgive us our sins Latt 16.36 L 136 —

*Friday, June 8* (1,000 Miles from Sandwich Islands)\* Still Alive but very very weak. Another beautiful day Sea very high. Still we are wonderfully preserved — by Gods Mercy. Grant us contrite grateful hearts and peace in thee our God — No Sight Men quiet & All seem resigned. A better feeling prevails.

*Saturday, June 9* We still live. Divided the last of a tin of soup and Boulli. High sea and fresh trades running for Sandwich Islands. some of the men will be able to reach them, they are Young & Strong. I never shall except for the Great Mercy of My Heavenly Father —

*Sunday, June 10* Another Beautiful June Sabbath finds us still alive in this boat. O May the day be blessed & Sanctified unto us to the Salvation of our Souls. As nearer approach to heaven

\* Written in another hand. Probably added at a later date.



— How much we think of dear ones at home this sacred day & their privileges — We are fast starving to death God have Mercy on our Souls. Latt. 18.36 Long 142.30 —

*Monday, June 11* A lovely June day, everything that is possible to eat is eaten, living on 3 gills Water per day I am growing very weak indeed don't feel that I can possible last to the Islands except by the special Grace of God who has been very merciful to us My head troubles me today for the first I trust and pray that my conversion is truly sincere & that My sins may be forgiven. Latt. 19.23

*Tuesday, June 12* Still permitted to live & write. This is my birthday God grant it may be to me a new birthday for the soul, workd and made clean for the Kingdom of Heaven. Nothing to eat, sucking rags and leather hoping to be preserved to reach the Islands which may God in his great Mercy grant. We have been spared so long, 40 ds today, that we dare think we may arrive. God has been very merciful to us. Latt. 19.52

*Wednesday, June 13* Still preserved by Gods Wonderful Mercy — Beautiful weather & fair wind, nought to eat this day reduced allowance of water to 2 gills hoping to survive until we reach the Islands. O very very weak & so reduced cannot write more. Latt 20.10 Long 149.50

*Thursday, June 14* 6 Weeks in the boat today Still running, Nothing to eat, & Water for 1 day more yet I feel better than I could expect — too weak to write God has been very merciful We may yet be preserved

*Friday, June 15* Saw Indication of land but dare not say it, for fear of disappointments. At 10.30 A.M. made certain of land. Landed on Hawaii at 4 P.M. A famished set of men. After being in the Boat over 43 days 8 hours. Not a man could walk. All taken out and carried up by the kind Kanakas who try to outvie each other in doing all they can to lessen our misery. Now comes the trial whether or not we can be built up after such a trial. No passage of bowels for 23 days.

It had been a voyage of miraculous preservation, even to its very end. Henry told how on the last day the boat sailed directly before the wind toward the island. With no food and in



their enfeebled state they knew they faced the end if land could not be made. However, when they had nearly reached shore and had lowered sail, the appearance of the reef struck them unfavorably. But when they tried to hoist sail and go back their weakness prevented this being done and they could only drift toward the rocks. This must have looked like death to them all, but it was in reality renewed life, for they passed through an all but concealed opening in the reef to safety. Except for this narrow way they could not have reached land, where they could have gone ashore, for thirty-five miles, nor found inhabitants. And for those thirty-five miles cliffs of over one thousand feet in height rose from deep water like sheer walls, and with nothing at their bases to permit of even a foothold.

The hand of Providence seems to have appeared again when, at the time of their separation and after the mate's boat had actually left, it turned back and desired to leave the man Cox with the Captain. And later, save for his warning, there is no doubt but that Captain Mitchell and the two passengers would have been murdered. The crew were unbalanced by privation and conspired to kill their Captain and the two Fergusons, in order to obtain a fancied one million dollars in gold and silver which they told Cox the Captain had with him. If Cox joined them they would divide this money with him, if not he should die, also. But he found an opportunity to warn the Captain and while the latter kept vigil with his hatchet beside him and Ferguson with his pistol, Cox also maintained sleepless day and night watch for his own life. No indication was given that these men were aware of the crew's intentions, but the Captain frequently dwelt on the fact that he alone was capable of finding land by chart and quadrant, and the danger of an attack was held in check until land was reached.

Upon arriving at Honolulu the crew dreaded a possible action against them by the Captain and passengers for conspiracy to murder, but all three of these men realized that the starved crew made desperate by hunger were not normal and nothing was done against them.

The place of landing was Laupahoehoe, on the Island of Hawaii, 3,360 miles in a straight line from the position where the *Hornet* burned, but 4,000 miles by the course which the boat followed. With but ten days' provisions a voyage of forty-

three days and eight hours had been completed without the loss of a man and without touching or even seeing land until the Sandwich Islands were reached.

Mark Twain came from Honolulu to San Francisco on the same ship with Captain Mitchell and pays him this tribute: "A bright, simple hearted, unassuming, plucky and most companionable man. I walked the deck with him twenty-eight days — and I remember him with reverent honor."

The Captain is still remembered in Freeport by elderly people, who say that he was a fine gentleman — which is high praise. We believe that his line is extinct here. The Captain's father, Josiah W. Mitchell, was a prominent attorney in Freeport up to his death in 1852. Susan Kelsey, whose speech made when she presented the colors to the Harraseeket Cadets, is given elsewhere, was the Captain's first wife. His home still stands on the corner of East and Main Streets but not on the original site which was nearer the Centre.

## SHIPBUILDING IN FREEPORT

RECORDS of ships built in early Freeport are almost entirely lost, but no doubt nearly every place along the shore which was suitable for the purpose may have been at some time used as a shipyard. Moreover, some vessels were built miles inland and hauled to the water by ox teams, but there were no newspapers at hand to record the launchings and those who remembered the events have passed away.

Parson Nason says that three to four-hundred-ton craft were built prior to 1816, owned locally and employed in fishing and trade. About 1800 Colonel George Rogers transferred the hull of the *Meteor* to one Thomas Cross and in 1830 seven men, all residents of Flying Point, gave power of attorney as follows:

“Know all men by these presents, that William Mann, Isaac L. Mann, James Dunning, George Rogers, Alexander Rogers and Thomas P. Rogers and Jacob Rogers all of Freeport in said county. November 30, 1830 have constituted and made, in our stead and place put and by these presents do constitute and make and in our stead and place put William L. Stetson of said Freeport, mariner, to be our lawful attorney for us and in our names and steads and to our use, to sell and pass deed ordered to convey seven-eighths of the schooner *Mentor* of Freeport now lying in Portland in said county.”

Perhaps the shipyard in which the two were built was somewhere on Flying Point and that the lumber came from their farms and the owners, themselves, were the craftsmen. Thus eight men came to own the vessel and to share equally in the profits of its operation or sale.

The assessors of Freeport years ago required a separate book in which to record vessel ownership. Shares were as small as one one hundred and twenty-fourth but sixty-fourths were more common. So many owned these fractions that each year a number of pages were covered by assessments during the palmy days when forty per cent of Freeport either built ships or sailed them.

We are told that vessels were built at Mast Landing and



Parson Nason mentions this as one of the places where building was carried on. Two schooners, the *Concord* and the *Ranger*, built in 1796 and 1802 were perhaps constructed here, although there is a tradition that they were built inland and hauled by oxen to the bay for launching. The *Ranger* was of ninety tons' burthen and the *Concord* was larger. There are no figures to give her size but an old memorandum in the possession of the Curtis family gives her cost and what she earned — probably on her first voyage. These items are set forth thus:

Building	£216-10-4	Schooner Made	£228-18-11
From Work	47- 1-9		$\frac{1}{2}$ 114- 9- 5
Spar & Mast Bill	6- 0-0		$\frac{1}{3}$ 76- 6- 4
Blocks	16- 0-0		$\frac{1}{6}$ 38- 3- 2
	<hr/> £288-12-1	Mr. Rogers	$\frac{1}{2}$ 1357-15-15
Whole Cost	£1004- 3-1	Mr. X	$\frac{1}{3}$ 238-10- 8
Paid Separate	288-12-1	Mr. Curtis	$\frac{1}{6}$ 119- 5- 4
	<hr/> £715-11-10		

In round figures the schooner cleared twenty-two per cent, which would make it a fairly good investment.

A schooner of fifty tons the *Martha Ann* was launched in 1845, the schooner or brig *Onaway*, of five hundred and thirty-three tons was built perhaps in the 1860's, the *Sarah Warren*, which Captain Reuben Curtis commanded and the schooner *Harriet Rogers* are four which we believe were built at this Landing.

The Bartols are said to have built vessels further down the Harraseeket River, but we have found no records to substantiate this claim. On a map dated 1857 the village now called Porter's Landing is named Bartol's Landing, but as the present name was in use as early as 1816, this must have been unwarranted. The Bartols had a wharf nearby but from the coming of Seward Porter in 1782 until Rufus Soule began building in the Porter yards in the 1830's, the Porters built vessels here of which we have the names of a few. The *Dash*, built around 1812, is the best known of these. Master James Brewer was the actual builder of this noted craft, in whose design revolutionary ideas were incorporated, resulting in greater speed, which was one of the reasons for her successful career. The *Tippoo*

*Sahib*, built in 1814, was intended for a privateer, combining the qualities of the *Dash* with provisions for a heavier armament. When she was equipped and ready peace had been declared so that she never served as a war vessel. The *America*, lost in 1815, was probably built here. In 1816 an unnamed brig was built in the yard, launched in August, and sold to Hoyt, Eckford & Brown. The next year another brig was ready for launching, possibly the *Globe* of three hundred and eighteen tons, later captained by Capt. Joseph Dennison in 1832. Charles Porter wrote that he had ordered a bust of a Commodore for a figure-head and suggests the name of Morris for another vessel. It may interest some to know that the cost of the head was thirty dollars.

We have as the names of other Porter vessels the brig *Abinoam*, *Lady Gauatin*, the ship *Vigalent*, the sloop *Messenger* and the *Hickory*. How many of these were built at Porter's Landing we do not know.

Rufus Soule rented the yard previous to 1834 and after purchasing, continued building there until he and his son, Rufus Cushing Soule, between them had launched at least a hundred vessels. The Soules, father and son, were not shipowners but built on order for others. Their product had such a good rating that it always commanded high prices. Rufus, the elder, is said to have celebrated his sixty-seventh birthday by launching his sixty-seventh vessel. It is regrettable that of the hundred craft mentioned we have the names of but a few and those of only the largest. There were the ships *Incas*, 577 tons, built in 1847; *Cerro Gorda*, 576 tons, in 1850; *China*, 726 tons, in 1852; *Ocean Home*, 517 tons, in 1853; and the *Daniel L. Choate*, their last, 1,150 tons, in 1859. There are also the barks *Oxford*, 517 tons, built in 1851 and *A. B. Kimball*, 1,597 tons in 1854.

Another Soule yard, established a few years later than that at Porter's Landing, was at Strout's Point, now South Freeport. This was the largest yard in Freeport and one of the largest on the coast of Maine. The firm name was Soule Brothers and the partners were Enos, Henchman S. and Clement H. Soule. At first, at least one of the brothers was always at sea in command of a ship, but later all remained on shore, managing their fleet and building new craft to add to its increasing numbers. Commanders for the ships were in many cases sons and nephews of the Soules.





*The Tam O'Shanter in the Soule Yard*





During the period 1839 to 1869, the following vessels were built:

Bark *Ella*, 299 tons, 1839  
*Don Juan*, 645 tons, 1841  
Ship *Haidee*, 655 tons  
Brig *Venus*, 198 tons, 1846  
Ship *Lydia*, 543 tons, 1846  
Ship *Arthur*, 579 tons, 1847  
Bark *Glen*, 287 tons, 1848  
Ship *Tam O'Shanter*, 977 tons, 1850  
Ship *Souter Jonny*(?) 698 tons, 1851  
Ship *Uncle Toby*, 1,144 tons, 1853  
Bark *Corporal Trim*, 463 tons, 1854  
Bark *Adjusta*, 495 tons, 1853  
Ship *Superior*, 1,240 tons, 1854  
Ship *Sentinel*, 929 tons, 1854  
Ship *Harraseeket*, 1,082 tons, 1856  
Ship *Yorick*, 1,287 tons, 1857  
Ship *LaFayette*, 1,160 tons, 1858  
Ship *Southerner*, 1,044 tons, 1859  
Ship *H. S. Soule*, 977 tons, 1861  
Ship *C. H. Soule*, 977 tons, 1853  
Ship *Uncle Toby*, 1,005 tons, 1866  
Schr. *Nellie True*, 295 tons, 1867  
Schr. *Teaser*, 137 tons, 1867.

Captain Enos Soule died in 1869 and as he was the last of the original firm his son Captain Enos C. Soule succeeded him in management of the shipping. Since 1860 the latter had been in charge of the yard. Captain Enos C. Soule went to sea at the age of seventeen and became master at twenty-six, sailing in some of the finest of the Soule ships. Under his management the yards launched the following ships:

Ship *Enos Soule*, 1,518 tons, 1869  
Ship *Lucille*, 1,394 tons, 1874  
Ship *Tam O'Shanter*, 2nd of name, 1,602 tons, 1875  
Ship *San Joaquin*, 1,630 tons, 1876  
Ship *Sintram*, 1,673 tons, 1877  
Ship *Paraminta*, 1,573 tons, 1879

In 1879 this yard ceased production, for it was seen that iron and steel would replace wood in ship construction.

When destructive submarines threatened transportation during the World War, our government evolved the plans of a standard wooden steamer, known as the Ferris Type and revived wooden shipbuilding in order to produce this type in large numbers. The Soule yard was one of those which reopened to build these steamers and called back all experienced ship workers who were available. The Freeport Shipbuilding Company which operated, was made up of Captain Julius S. Soule, son of Captain Enos C. Soule and five of the latter's grandsons with George Leawood as master builder.

The *Nemassa*, the first steamer completed, sank in Baltimore Harbor when on her maiden voyage to Italy. By mistake her water valves were left open and disaster followed.

The *Harraseeket* was launched May 29, 1919. Her dimensions were 281.6 feet in length, 46 feet beam and she was of 3,500 tons.

Another Ferris Type hull, under construction when the war was over was converted into a five masted schooner and launched on December 11, 1920. She was christened the *Sintram*, in honor of the next to the last ship launched by the elder Soules. Her career was short, for within a year after launching she was in collision with the tank steamer *David McKelvey* and sank. The Freeport Shipbuilding Company continued building for some time, having obtained a contract for six small steamers of the type known as rum chasers, designed for intercepting liquor smugglers during prohibition days. Later some fishing boats and yachts were built and then the yard closed, perhaps for the last time.

Up the Harraseeket from South Freeport was the yard of Captain Enoch Talbot, who built up to 1860. The best known of his ships were:

Ship *Georgia*, 448 tons, 1848

Ship *Samuel Fales*, 800 tons, 1853

Bark *Occident*, 208 tons, 1855

Ship *Kentuckian*, 1,049 tons, 1857

Bark *Enoch Talbot*, 1,042 tons, 1857

Bark *P. C. Merryman*, 922 tons, 1860



Nearly a mile below Porter's Landing on the road to South Freeport is a side road with "Cushing-Briggs" on the guidepost. This road leads to the former yard of Briggs & Cushing. Their yard was in operation from 1855 to 1880, first as Briggs & Means, then Cushing, Briggs & Means and finally as Briggs & Cushing. This firm both built and managed the craft they launched. The largest ship built in Freeport, the *John A. Briggs*, was launched here in 1878. All of the Briggs & Cushing vessels were constructed under one Master George Anderson, of whom something is told in another part of this volume.

A list of craft from this yard includes:

Ship *Resolute*, 745 tons, 1856  
 Ship *Oasis*, 679 tons, 1856  
 Ship *C. M. Davis*, 943 tons, 1859  
 Bark *Norwegian*, 900 tons, 1861  
 Bark *Jennie Prince*, 953 tons, 1864  
 Bark *Gen. Fairchild*, 1,100 tons, 1866  
 Ship *Jairus B. Lincoln*, 1,814 tons, 1869  
 Bark *Oasis*, 1,105 tons, 1871  
 Ship *John De Costa*, 1,753 tons, 1876  
 Ship *John A. Briggs*, 2,110 tons, 1878  
 Ship *Wilna*, 1,483 tons, 1880

Gershom and Charles Bliss began building in a yard between the Talbot yard and South Freeport about 1860. Later the firm was known as Charles Bliss & Company. The output was chiefly fishing schooners, but larger craft were also built. These latter were barks and brigs as follows:

Bark *Orsina*, 604 tons, 1863  
 Bark *Chalmette*, 849 tons, 1865  
 Bark *Melville*, 924 tons, 1866  
 Bark *Jennie S. Baker*, 1,039 tons, 1869  
 Brig *Essex*, 275 tons, 1855  
 Brig *San Jacinto*, 489 tons, 1870  
 Brig *Sarah Hobart*, 453 tons, 1864.

*HOW A WOODEN SHIP WAS BUILT*

SINCE the building of wooden ships was for many years Freeport's main industry and because the last of the old type was launched so many years ago that the methods of construction employed are practically forgotten, it will not be amiss to tell how the old masters planned and set up their craft.

First, there was the matter of timbers. For many years Maine forests supplied these and even after vessels became so large that the longest and thickest sticks must be obtained elsewhere, a large part still came from lumber cut in this state. The ribs which were curved, were made from crooked trunks which an experienced ship foreman chose in the woods and were hewn in the yard to the exact shapes desired. The knees or angular timbers which braced the other parts of the frame were made from stumps and roots of the hackmatack or larch (a tree growing in wet places), by shaping them with the broad-ax. This tool was more like the conventional hatchet but had a bit six or more inches in length and a handle bent rather sharply to one side a short distance beyond the head. So expert were the ship carpenters of early Freeport, that when it came to building a home, instead of hauling logs to the mill to be sawed for a frame, they shaped all of them at home, even to the three by four studding, a fact that examination of any of the houses built in shipbuilding days will confirm.

The shipyards were on tidewater, with a bulkhead built above the highest water, to hold the filling which formed the surface of the yard. This part of the surface prepared for the ship was made to slope down to a slip made in the bulkhead so that the stern end of the keel was about on a level with the water. On this slanting surface logs flattened on one side were laid with the flat side up at a distance of about eight feet apart and at right angles to the direction of the keel. Upon these logs, blockings were placed as a support to the keel and the first timber of the new ship put in place. The blockings were high enough to allow the carpenters ample space in which to work on the under side of the ship. When the keel was in place the stern frame was raised and the ribs put in place. These were made of the curved pieces which had been hewn and were as-



sembled upon a framing stage and fastened together by oak pins or "trunnells," each rib forming a unit reaching from the deck down to the keel and up the other side. These were placed astride of the keel and at a slight angle from a plumb line, so as to be at a right angle to the slant of the keel. When the ribs and stem were in place rib bands of plank were temporarily spiked along to hold them in place until the planking was done. At the same time shores were erected between the curve of the ribs and the bed logs, to prevent any distortion due to the weight of the timbers.

Next, timbers a foot or more square were placed above the keel and on the ribs or frames and bolted to both by iron rods, forming a strong backbone or keelson for the entire frame.

Thick planks were then bolted to the inner sides of the frames to form the ceiling of the vessel, an inner coating heavier than the outside and much thicker where the deck beams were to rest. When this was complete, the most skillful of the workmen went over the outside of the frames or ribs with adzes and worked them down to conform to the lines of a model a few feet in length which had been constructed as a pattern for the completed ship. Mentally to magnify this model and reproduce it in the frames of a ship fifty or a hundred times larger was one of the miracles wrought by these adzmen.

After finishing came the planking of the outside. The plankers were picked men, for dexterity must be combined with strength. The planks must be taken hot from the steam box and twisted and curved until they fitted against the ribs and adjoining planks to form close joints. This work was especially difficult at the bow and stern where the curves were sharp. To secure these planks in place, wooden pins, spelled "tree nails" and pronounced "trunnells" were used. Below the water line these were of locust wood and above that of oak.

When the planks were in place caulkers made the joints watertight by driving oakum into them with caulking tools and mallets and painters sealed the wood with several coats of paint. While this last was being done the decks were laid, the cabin and forecastle built, rails, pumps and windlass placed and masts stepped. This completed the construction which was ordinarily done on land, so that when all was set in place the ship was ready to be launched. Ways were constructed by plac-



ing blockings on the bed logs to support long timbers, thus forming a track extending under the hull to the water's edge. These ways were covered with large quantities of a lubricating substance made of beef fat, soap and flaxseed. Upon the ways were placed other timbers, flanged on the inside to keep the vessel from sliding sidewise and between these last and the vessel's bottom a solid mass of timbers and planks was inserted. Wedges were placed between the plank which touched the bottom of the vessel and that just below, so that when they were driven in the weight of the structure would be shifted from the keel blocks to the "carriage," as the built-up mass above the ways was called.

Driving these wedges was postponed until the day of the launching, which was chosen because of a high run of tides. A half hour before high tide on that day the sound of hammers driving wedges would begin. When all were driven, shores and spurs were knocked away and the carpenters began splitting the heavy blocks on which the keel had rested during construction. Working in pairs, one on either side, these men progressed from the stern toward the bow until enough blocks were removed to permit the weight of the vessel to start it on its way to the water. When the craft was in the water the parts which made up the "carriage" began to float and had to be gathered in by boats for future use.

Some device to check the momentum of the vessel was employed when the depth of water in front of the shipyard rendered it necessary. One of these was to attach a hawser to some firmly placed object on shore and then lash bights or loops in the rope so that as each broke away it would check some of the speed until at last control could be easily obtained. An anchor was always made ready for instant casting to prevent accidents.

Newspapers of the time have given us an account of the launching of the largest ship ever built in Freeport, the *John A. Briggs*. She was built in the Briggs and Cushing Yards by Master George Anderson and launched September, 1878. People came from all over the state to see the event. The Governor with his staff participated and among the notables was James A. Garfield, who four years later died, the second of our martyred Presidents. A native of the middle west, Mr. Garfield

had never seen a launching and as a speaking engagement called him to the vicinity he took the opportunity to witness this, which was one of the last in Freeport up to the time of the World War. No doubt Mr. Garfield would have been the main attraction, if those in attendance could have known what was to happen to him in the next four years.

It is estimated that seven thousand people were on the shores of the Harraseeket River that day. Excursions were run, the schools of Freeport and surrounding towns were closed and even the stores put up their shutters and owners and clerks alike took a holiday. Lemonade was made by the hogshead and there was food for every one. Every noisemaker that was portable was brought and the whistles of the donkey engines sounded as the big ship left the ways. Music was provided by the Freeport Band and the well-known Chandler's Band of Portland. The day was perfect and the actual launching went off without a hitch. The three-masted ship was carried across to the shoals of Wolf's Neck by the momentum of her slide down the ways and after the launching party had been taken off in small boats, sailed away to Portland.

The *John A. Briggs* as a ship sailed over all the oceans, but like many of the Maine-built craft, outlived the use for sailing ships, because of her excellent construction. She was finally converted into a coal barge and was lost at sea, near Seaside Park, New Jersey, in December, 1909, with the loss of her entire crew of seven men.

A local poetess, Mrs. Joanna Soule, celebrated the event by writing a poem which we reproduce in full as follows:

*Oh, Harraseeket, how fair the sight  
Ye saw on your gala day  
Your waters were specked with sails so white  
Of the tiny yachts that floated light  
In the breezes of Casco Bay*

*What mystic impulse impels the throng  
In hurrying masses to jostle along  
From isles and inland towns?  
They come, they come from shore and sea —  
To swell old Freeport's jubilee  
To share in her renown —*



*Three Centuries of Freeport, Maine*

*Lo, Forest City's steamers come  
 Her myriads leave no standing room  
 On upper deck or lower  
 Their cabins each live freight display  
 As they steam along the watery way,  
 Nearing our moss fringed shore*

*What is the grand magnetic cause  
 That prompts our busy world to pause  
 And thus to congregate around  
 This monster creature framed of wood?  
 Of old Freeport's pride  
 Praise abroad will sound*

*The John A. Briggs, the good ship's name  
 Historic now and known to fame  
 Her masts tower upward to the skies  
 Quiet, in repose the great ship lies  
 As if pomp and pageant she descried.*

*Now, now, the noisy hammers ring,  
 Their colors wide they gaily fling  
 And the ship to the water glides.  
 The bands strike up a stirring air  
 The people shout, the thousands there  
 Rise up with bated breath*

*Majestic was her movement, slow,  
 Graceful the dip of her shining bow  
 As she parts the waves beneath,  
 Our interest in the good ship grew,  
 Took in the captain and the crew,  
 And may favoring gales forevermore  
 Waft them in safety from shore to shore,  
 And when earthly voyagings all are passed  
 Safe anchorage be found in Heaven at last.*

Captain Rufus Soule Randall, part owner and first commander of the *John A. Briggs*, was one of Freeport's well-known captains. His early experience was gained in packets sailing from Mast Landing but at the age of twenty he was made second mate of the ship *Forest State* under Captain Pollister.



By 1857 he was in command of the bark *New Empire* and when bound for Boston with a cargo of cotton he was overtaken by the great gale of that year. At this particular time the government was building the Minot Ledge lighthouse and the *New Empire* crashed against this structure thereby demolishing it but the bark itself remained afloat and after repairs resumed her sailing.

While in command of the *Ella and Annie* a part of the crew mutinied. The officers armed themselves but in subduing the men Captain Randall received three knife wounds one of which grazed the jugular vein. The affair occurred a few hours out of Portland and was incited by a stowaway who wished to go to Savannah.

From 1871 to 1879 Captain Randall commanded the bark *Oasis* of which he was part owner. During this command no life was lost on the vessel, she met with no disaster and was a consistent profit maker.

It is said that Captain Randall made fifty voyages in all and encircled the world several times.

To those of the older folk of Freeport the name, Master Anderson, brings memories of an elderly man living on Bow Street, in the second house on the left after passing the abrupt turn, when leaving the centre which gives the street its name. Among shipbuilders of the palmy days of wooden vessels George Anderson was the leading master builder of the region, whose methods, plans and opinions were deferred to by other masters of his craft. The ships that he built have long since passed to Davy Jones's Locker, or to the port where good ships go when their time comes. Although the firm for whom he built, Briggs and Cushing, launched their last ship in 1880, or fifty-nine years ago, due to the strength built into them by Master Anderson some of these craft after their sailing days were over were converted into barges. These were towed up and down the coast, carrying coal until comparatively recent days. An inglorious end for a beautiful thing like a ship, but a tribute to the skill of George Anderson and his associates.

George Anderson was born on Flying Point in 1818, the son of George R. Anderson. The elder George was the son of Jane Means Anderson, one of the survivors of the Means Massacre, who married Joseph Anderson and lived on what for many

years has been known as the Frank True place. In early life George Anderson prepared for his future career by cutting ship timber, helping build sloops and small craft in his home town. According to a book in which he made notes, he was employed in ship construction for long periods at Belfast, Maine, and other places. The book contains profiles of boats that he worked on and details for parts of masts. Evidently as a young man he made a close study of all that related to the construction of ships, thereby preparing himself for his future responsibilities. His first ship was built in the yard of Enoch Talbot in 1867 and named for the owner. Further light is thrown upon the secret of his success by other pages of this same book, for it seems that he was not content with learning to build ships but rounded out his education by learning to sail them as well. This is told by a page devoted to a voyage made by him in 1845, during which he visited the West Indies, the English Channel, Denmark and Russia. The spelling is as he wrote it and may be phonetic, for Rusia (pronounced Roosia) is the pronunciation which people of his time gave to the country once called Russia.

The following is an account of moneys drawn by George Anderson in 1845 on a voyage with Captain Robert M. Means:

Cash in Havannh	\$ 4.25
Cash in Trinidad	1.00
Cash in Turk's Island	.50
Cash in isle of White	2.00
Cash in Denmark	1.00
Cash in Crownstat Rusia	5.00
	<hr/>
	\$13.75

Another page contained names of places nearer home, which, seemingly had been visited by him:

Boston	Prospect	Barnstable	Fribirg
Poland	Cansor	Falmouth	Scarbrour
Castine	Topsom	Cons Capes (?)	Portsmouth
Thomaston	Belfast	Troy	Farmington
Swanzy	Freeport	Turner	Saco
Brunswick	Cronwallis	Portland	Sumerset



These are towns and cities in Maine, New Hampshire, Massachusetts and probably some of the Provinces, but New York is not on the list. Perhaps he did go there but it must be remembered that in his time Maine ships were in every sea and went from their home ports directly to foreign countries and New York was relatively far less important than it is today. Master Anderson died in February, 1901.

An interesting picture of his masterpiece, the *John A. Briggs*, is in the Bartol Library. It was painted by Mrs. Lithgow Anderson, a daughter-in-law of the builder and presented by another daughter-in-law, Mrs. George W. Anderson.

In the good old days of American shipping a figurehead was an essential part of every well-found vessel. Many of these figureheads were really statues of artistic merit, as is shown by those specimens extant in museums or private collections. Thousands of others were destroyed in wrecks or in dismantling condemned hulks and thereby choice examples of the carver's art may have been lost.

Even the artists are now but a tradition and remembered only as old men by people who are today elderly themselves.

Freeport's best figurehead carver was Emery Jones, who had his residence and shop around the corner from the stone post where the road turns down to South Freeport. The shop was an old schoolhouse which he had made over to suit his purposes. Here he carved figureheads, name boards, stars, eagles and the many ornaments which the fancy of the builder or owner placed upon the ships of his time. Even after figureheads went out of style, he provided the other items of ship carving required by the shipyards of a region extending from Falmouth to Harpswell. Many of his days found him driving to Falmouth to superintend the placing of some of his work there and then in the afternoon making a trip to Harpswell upon the same errand. To drive a horse that distance in one day is a difficult task not appreciated in these days of the automobile, but to do the driving and then add to it the placing of his carvings was considerable of a day's work, even for those hardworking times.

Unfortunately, it appears that there are few authentic specimens of Emery Jones's work in existence. The head of the *George Skolfield*, built by Skolfield Brothers in Harpswell in 1870 is now in the Mariner's Museum in Williamsburg and



there may be others of which we have not heard. One of the carver's old friends, now ninety-six years of age coveted a beautiful eagle which was in the shop but that, too, has been lost and may be in the hands of some one who knows nothing of its origin. It is said that he did the carving for the barkentine *Payson Tucker*, built in Portland in 1883. Payson Tucker was an official of the Maine Central Railroad. Perhaps it would be safe to say that for many years *he* was the Maine Central. There is so much of truth in this statement that when standard time was put into operation many called it "Payson Tucker's Time." No doubt standard time was the answer to the railroad man's prayer, for it was inconvenient, to say the least, to find each town with a different time, as was the case with local time. Quite appropriately, after carving a bust of Payson Tucker for the figurehead of this barkentine, Mr. Jones made a representation of a railroad, complete with roadbed, train, telegraph poles and all for the sternboard.

Emery Jones was born in Pownal in 1827 and died in Freeport in 1908. At the age of ten he was carrying mail on horseback from Pownal to North Pownal and in his last years he also carried mail, but this time from Freeport to South Freeport. His wife, born Eunice Merrill, was the daughter of a Revolutionary soldier, Jacob Merrill of Falmouth, who was seventy-three at the time of her birth, in 1827. She was one of the last, if not the last, of the real Daughters of the Revolution, in Maine.

## XXIII

### TALES OF THE SEA

JOSEPH PORTER was the oldest of thirteen children, of whom eleven were sons, of Seward Porter who arrived at Porter's Landing about 1782. Following the custom of those times he went to sea at an early age and in 1811 was master of the *Eliza Ann*, which as the *Eliza* was built in Salem in 1794 and made a round trip to India in nine months. In 1812, at the age of thirty-four he was master of the *America*, one of the Porter vessels. At the outbreak of the war he was at Archangel, Russia, where he made many friends during his enforced stay for the period of the war. Among the family papers are letters which he had received from associates of his exile. The writers were Englishmen, possibly members of Joseph Porter's Masonic Lodge, for the latter was made a Mason in Liverpool, England, in 1807, in Lodge Number 276 Aspinwalls, Richmond Street, later Ancient Union Lodge Number 203.

After peace was made he returned to this country and was in New York when he was told in a letter from his brother Seward, dated May 25, 1815, that "John, Ebenezer and Jeremiah have been out in the *Dash* upwards of 4 months and not heard from." This informed him of the probable loss of three of his brothers, although hope was not given up until much later.

The *America* left Portland for Turk's Island Tuesday, July 25, 1815, loaded with salt and on her return voyage ran into a hurricane. The log of this voyage was torn from its binding when ship was abandoned and still remains in the possession of the Porter family. The strain of this experience is not indicated by the penmanship of the log, which is as steady at critical times as in the early days of the voyage. We reproduce the part relating to the loss of the *America*:

#### *Remarks on Board America Thursday August 31, 1815*

Commences fresh breezes and a very heavy sea from the northerly. At 2 P.M. single reef the topsails fore and aft and set the topsails over them. At six P.M. handed topsails and all light sails. Middle part handed mizzen topsail and mainsail and close reefed the main one. At three P.M. closed the foretop and foresail. At six A.M. handed four topsail and sent down top



gallant yards fore and aft. Shipped a sea on the starboard quarter and stove in the boards. The ship labors and strains very much and makes more water than usual. Handed the spanker. Got all things secured as fast as possible with a heavy sea and blowing a heavy gale.

*September 1st, 1815* Begins with a heavy gale and a very heavy sea from the northeast. At six P.M. handed main topsail and wore ship to the eastward. Handed foresail. Hove to under mizzen-staysail. At six P.M. tried to get the top gallant mast down. Parted three mast ropes but all to no purpose, found it impossible. 10 P.M. It blowing a very heavy hurricane. The mizzen staysail sheet parted. Hauled it down and saved as much as possible reffed it and set it again but it blowing so excessive heavy that canvas could not stand. Split all to pieces. Find the water gains on us with both pumps continually going. At 11 P.M. the four main topmasts and mizzen top masts went over the side and jolly boat from the stern. Shipping water over all continually. Cleared the wreck as fast as possible it blowing a tremendous hurricane and both pumps going continually the water still gaining on us. At eight A.M. observed the heads have started off and hanging by two bolts several of them being drawn. Stopped one leak forward. The sea making a fair sweep over the decks continually and found the leak still increasing on us. Began to bail forward and shovel out salt from forward lighten her free hove the best bower from the bows and everything we could to lighten her to no purpose.

*September 2nd* First part strong gales blowing a hurricane of wind with a tremendous sea. Ship laboring very heavy shipping heavy seas at times over all hands employed pumping and bailing forward. Ship gaining water on us very fast. At 2 P.M. the head of the rudder began to split two hands employed lashing and clapping on preventers on the tiller. Middle part. Still the same weather. Employed pumping, bailing and heaving overboard salt forward. The ship "githing" by the head. At 10 A.M. observed the rudder had given way from the sternpost. Employed in endeavoring to get it clear of the ship, without damaging the stern. Presently the neck of the rudder broke off from the bottom. On examination found the pintles bad chiefly broke and one or two off. The lower gudgeons had



given away from the stern post. Made a considerably more water all hands employed bailing and throwing salt overboard from forward. No observation this day.

*September 3rd* These 24 hours begin blowing a heavy gale of wind with rain and a tremendous sea. Ship laboring heavy and shipping seas over all. Still all hands employed pumping, bailing and throwing salt overboard to lighten the ship. Forward the water gaining on us and settling forward and listing to starboard. Using every exertion to save the ship and lighten her particularly forward but to no purpose as the water gains in the hold. Got the longboat in readiness to quit the ship. Found the principal leak to be aft but could not stop it it being down by the sternpost.

*September 4th* This first part strong gales and squally with a heavy rough sea. Ship laboring heavy and nearly waterlogged and ungovernable. Using all means to lighten and free the ship of water. Few hands employed setting top gallant sails on lower masts to steady the ship. At 1 P.M. observed the ship settling very fast forward launched the longboat overboard, got in a little water and provisions and "moored" her astern with a good rope. At 2 A.M. found she was going down by the head and ordered all hands into the boat for the preservation of our lives and even as we found it utterly impossible to prevent her from sinking so we thought by a general opinion of all hands and passengers that it was highly necessary to abandon. At 1 A.M. we left the ship with ten feet of water in the hold, the starboard bow under water and in latitude  $24^{\circ} 15'$  north longitude  $72^{\circ}$  west. . . . At 6 A.M. about one mile distant from the ship saw her go down by the head and as she went down suppose her stern frame had blown out as we saw the water flying to a great height as she went out of sight. Made sail in the boat with thirty hands in all.

SO ENDS THIS TWENTY FOUR HOURS

*Monday September the 5th* Begins more moderate and smooth with the wind in the southard and eastward At P.M. it being very rough took in sail Kept the boat head to the sea At 6 A.M. made the land to leeward bore up and set sail with a fresh breeze. At 12 Watlands Island where we were received by the in-

habitants and treated with all the generosity that could be Got all our provisions on shore to the houses. Stopped at different places on the island.

The island mentioned above is the San Salvador, where Columbus made his first landing in the western hemisphere.

After this experience Joseph Porter opened a store at Porter's Landing and in 1816 Porter & Merrill were building an unnamed brig there, to be launched in August and already sold to Hoyt, Eckford & Brown. The next year another brig was on the stocks and nearly ready for launching. Charles Porter wrote that he had ordered a bust of a commodore for a figurehead and suggested the name Morris for the vessel. It may interest some to learn that the cost of the head was thirty dollars. There is the usual amount of financial stringency following a war and this letter is full of financial details.

In 1820 Joseph Porter was again at sea, this time in command of the brig *Abinoam* and in 1829 was offered the *Lady Gauatin*. In January, 1822, he brought a cargo of timber to the Portsmouth Navy Yard on the ship *Vigalent* and again in March of the same year. In 1823 he was master of the sloop *Messenger* and in May, 1838, was offered command of the *Hickory*.

In 1834 Mr. Soule was bargaining regarding the purchase of the shipyard and wharf at Porter's Landing. Evidently Rufus Soule had rented the shipyard previous to 1836 and had been building there.

Joseph Porter died in 1849 at the age of seventy-six.

The Napoleonic wars were the bane of American shipping, for both French and English alike preyed on any luckless vessel which lacked speed to escape these raiders. One victim was the *Mary Ann* of Portland, which was proceeding up the English Channel on March 8, 1811, when she was boarded by a French lugger and a prize crew put on board.

Ordinarily a quiet man, the captain, Eben McIntosh, of Portland, was so aroused by threats and ruffianly conduct on the part of the prizemaster that he ran him through with his own sword. The mate, George Bacon of Freeport, joined in with a handspike and in the mêlée all but two of the thirteen members of the prize crew were killed. The lugger was so near



and time was so short that it was useless to attempt to rescue the *Mary Ann*. As the safest course the Americans took to a small boat and finally escaped to Dover, England, where they were greeted as heroes. In London captain and crew were provided for most liberally and exhibited at the theatres.

George Bacon proved that this was not a solitary burst of courage, for he afterward was mate and later one of the successful commanders of the *Dash*. What the Londoners would have done to him and his crew in 1814 if they could have caught them is not beyond imagination.

The Freeport ship *Tam O'Shanter* was noted for her speed. In the spring of 1892 she was one of three clippers in a race from eastern ports to San Francisco. Although the three sailed from different cities in the east their departures were timed to make an even start and substantial amounts of money were wagered upon the outcome of the race.

The *Tam O'Shanter*, Captain Peabody, loaded at Baltimore, the *S. D. Carleton*, Captain Amesbury, at Philadelphia and the *Shenandoah*, Captain Murphy, at New York. Both the *Tam O'Shanter* and the *Shenandoah* arrived July 13, 1892, the former two hours ahead of the latter, after a passage of one hundred and eleven days. The *Carleton* experienced very severe weather and did not reach San Francisco until August 23.

The *Tam O'Shanter* was seventeen years old at the time and lasted seven years longer, being lost in the China Sea in 1899. Beside members of the Soule family and Captain Peabody, she had also been commanded by Captain A. T. Small and Captain Ballard. She was the second Freeport ship of that name and a painting of her hangs in the Bartol Library.

An example of the skill and resourcefulness of a captain was given when the *San Joaquin* collided with an iceberg. The *San Joaquin* was a ship of 1,630 tons, built in the Soule yard in 1876. She was bound for Portland with a cargo of rags, loaded in Japan. Off Cape Horn on a thick night she struck the berg with such violence that she was partially dismasted and her bow stove. She remained fast in the ice until morning, when Captain Larrabee ran lines to the iceberg, got his vessel off and then proceeded under jury rig, arriving at Portland in safety.

The following is a dainty tale of the sea told in verse by a Freeport poetess some forty years ago:



## A FRENCH SPOLIATION STORY

1796–1896

*Laid away with a school-girl's treasures  
 In a dainty perfumed box,  
 'Midst relics of childhood pleasures,  
 Is a pair of old silk socks.*

*Cut down for a little maiden  
 Ragged at heel and toe,  
 They are yet with memories laden  
 Of a hundred years ago;*

*Of a gallant vessel taken  
 By a gay French privateer;  
 Of her captain and crew forsaken  
 As soon as land was near.*

*As they rowed away from the cutter  
 Towards a sunny tropic isle,  
 No farewell did the Frenchman utter  
 But he leaned with a mocking smile*

*Far over the cutter's railing  
 And to the captain tossed —  
 As if to deride his bewailing  
 For the vessel he had lost —*

*A pair of long silken hosen,  
 Flesh-colored and daintily clocked.  
 No taunt more fitly chosen  
 Could his victim's rage have mocked.*

*Upon a fragrant hillside  
 By the Harraseekit shore,  
 They laid the captain when he died,  
 'Twas forty years and more.*

*The blackberry vines above him  
 In tangled masses creep,  
 And those who used to love him,  
 Around him calmly sleep.*

*And naught for the gallant "Freeport,"  
Ere came to him or those —  
His heirs in the little seaport,  
But this pair of silken hose.*

*They tell of the life of the nation  
Guarded by land and sea,  
Through the century's duration,  
With unwavering loyalty.*

*They tell of hopes that were kindled  
For claims that are yet unpaid;  
Of hopes that with years have dwindled  
Like the socks of the little maid.*

*"They can be once more made shorter,"  
The maiden says, "Just wait, —  
I am only a great-grand-daughter;  
They will do for a great-great-great."*

KENELIN LUFKIN

(Eliza Dennison King)

## XXIV

### *FREEPORT SQUARE*

THE village which is now the centre of town activities in earlier days was but a crossroads on the stage route. Ox teams laden with masts and great timbers from Durham, Pownal and territory to the north, came down Main Street. The space required in which to safely swing these huge loads in making the turn down the present Bow Street on their way to the waiting ships at Mast Landing accounts for the unusual shape of the square. The really important villages at that time were Mast and Porter's Landings.

Even the first churches were located on sites somewhat distant from the present business centre — the Congregational at least a half mile below, the Baptist equally far above and the Universalist down Bow Street, well toward Mast Landing. As time went on taverns and stores grouped themselves about the Square and the churches moved to its vicinity, the Congregationalist opposite the end of Bow Street and the Universalist some distance above, although not so far as it now is. With the town hall then on Main Street, the usual blacksmith and carriage shops, there was still an absence of real industries, except farming, even after the railroad laid its track and established the Freeport depot here, thereby dealing the Landings a death blow commercially. This condition remained until E. B. Mallet opened his campaign to create a volume of real business here. His activities however will be treated in detail elsewhere. Aside from them are the developments due to the automobile and before that to the bicycle.

As long as a horse could pull the load little thought was given to roads, until man attempted to propel himself and found out how essential was a good surface. In 1900 the automobile was in its infancy but the succeeding years saw a marked improvement in roadbuilding, as cars became more numerous.

By 1919 there was a black surfaced road from Portland to Brunswick, with extensive construction beyond approaching Gardiner. More and more people traveled by car through Freeport and filling stations and garages were established and increased in number, as the traffic warranted. In 1931 the black



surfaced road was replaced with cement and again the volume of travel increased and more filling stations were installed, until one almost wonders if Main Street will become a solid mass of such stations, for now there are nine from the overpass to just beyond School Street. In 1937 a stoplight was installed at the head of Bow Street. This proved to be a great convenience, for thousands of cars from all parts of the country and Canada pass along Main Street and without an automatic halt in traffic it would be difficult at times to cross the highway or for a car to enter from Bow Street.

The old landmark of the Square has long been known as Holbrook's Block and for many years it was a tavern. The earliest knowledge we have of it is when the first Congregationalist minister of Freeport, Rev. Alfred Johnson, occupied it as a home from 1789 to 1805. Afterward Major Thomas Means kept tavern here, and as many old taverns have strange and interesting legends connected with them, this one is no exception. This tale has to do with an Indian who came late one night to the hostelry in search of lodging. Already drunk when he arrived, under the influence of still more liquor, he began to brag of having killed a man. Unfortunately for him he went on to say that as one of the raiding party in 1756 he had shot Thomas Means, the Major's father. Apparently nothing was said or done to indicate the horror his listeners must have felt at this announcement and he was conducted later to his room. This was a small monitor room above the present roof and from this room he was never seen to depart. In fact, he was never seen again for the monitor had been the scene of a secret murder. The Indian's ghost is said to have haunted the place until the removal of the monitor, after which it appeared no more. Before the Major's death, some years later, in 1828, he is credited with having told his son that he had made away with the Indian and in that way avenged his father's tragic end.

Major Means was succeeded by Nathaniel Josselyn and he by Samuel Bliss. Later Samuel Thing bought the tavern and continued it for more than forty years. Mr. Thing and Starrett A. Litchfield, who had conducted a "Union Store" in Preble Oxnard Block for six years, in 1860 bought the Holbrook Block and moved their store into it.

There were then three general stores in the Square, Gore &

Holbrook, Captain R. S. Soule and Thing & Litchfield. At that time there were but two stores on the ground floor of the block, for the store at the Bow Street end is a later addition. Captain R. S. Soule, who ran a packet between Freeport and Portland until 1842, opened a general store, which he conducted until 1862, when he sold out to his son, E. S. Soule. Upstairs the building was at one time a clothing manufactory, producing men's and boy's garments, the materials for which were all cut out and brought by packet from New York and Boston. Working under a superintendent, women and girls did the sewing and their finished product was returned also by packet.

About 1876 the Tavern livery stable, which stood where Libby's filling station is now, was sold to W. A. Mitchell and a couple of years later the stock and goodwill of Thing & Litchfield's general store were sold to Ansel Loring. A little earlier S. A. Holbrook had bought the block and stable building, hence the name of the block. M. E. Averill for many years occupied the store on the right of the entrance, followed by the Atlantic & Pacific chain store. Miss Caldwell occupies the store on the other side of the entrance, under the name of "The Green Tea Kettle." The addition on the Bow Street side was Fogg's drug store and post office, then Mason's drug store and now Cole's Pharmacy.

In 1825 Nye & Harrington were located on the site of the Brewster Block and Soule & Bartlett were where the Bartol Library now stands. Both of them were country stores, where all necessities of the simple life of those days could be purchased.

The account of George R. Anderson for five months of 1832 gives an idea of articles and prices as well as accounting methods of that time. Prices were evidently charged in shillings of sixteen and two-thirds cents and then carried out in dollars and cents. There also seems to have been some sort of a banking business carried on, for we notice that at least twice Mr. Anderson was supplied with cash and for as many times orders were paid to others. In those days, when many of the customers were seafaring, long credits were the rule. This bill proves that Mr. Anderson's taste did not include "N. E. Rum," for that item occurs but once, whereas many accounts of that period included from a quart to a gallon with every purchase.





*West Side of Main Street, 1889*



*East Side of Main Street, 1889*





*Mr. George Anderson to Joseph Badger, Dr.*

1832				
March	14	To	1 Blk Silk Hhdf 4/	\$ .67
"	"	"	10 yds Sheeting @ 9	1.25
"	"	"	6½ " Calico 1/6	1.63
"	"	"	Thread	.05
"	"	"	1 lb Tea 3/6	.58
"	"	"	3 yds Calico 1/	.50
May	5	"	1 lb Tea 3/6	.50
"	8	"	3 " Candles 15 3 Galls Molafses 30	1.35
"	"	"	2 " Coffee 15 20 lbs Rice 4½	1.20
"	"	"	12 " Salt 2	.24
"	"	"	½ Bushl H Grafts Seed 9/	1.50
"	"	"	20 lb Fish 2½	.50
"	9	"	1 Basket 1/6 1 Vest 5/6	1.17
"	"	"	1 Skein Silk 1 Stick Twist	.10
"	"	"	31 yds Sheeting 12	3.72
"	"	"	1 pr Salts 1/9	.29
"	"	"	1 lb Tea 3/	.50
"	"	"	5 yds Twilled Cloth 20	1.00
"	"	"	½ doz plates 6/6	.54
"	"	"	¼ " " 7/6	.32
"	"	"	1 pr Side Combs	.10
"	"	"	2 yds Lace	.08
"	"	"	1 " Calico	.18
"	"	"	2 " " 1/3	.42
"	"	"	6 " Gingham 21	1.26
June	13	"	pd order to Chase	4.32
	16	"	1 lb Tea 3/ 1 Hhdf 1/	.67
	23	"	1 Hoe 2/6 Cash 3/	.92
July	7	"	1 pr Shoes 12/	2.00
	14	"	Cash 3/	.50
	17	"	2 Galls Molafses 2/	.67
"	"	"	30 lbs Fish 1 lb Tea 2 Rakes	1.69
	24	"	1 Bbl Flour	7.50
"	"	"	12 lbs Pork	1.50
"	"	"	½ " Saleratus ½ lb Ginger	.14
"	"	"	¼ " Snuff 1 qt N E Rum	.21
	28	"	2 " Coffee 15	.30
Augt	11	"	12 ¼ lbs Pork 10/	1.23
"	"	"	1 Sheet Bread	.06
	25	"	22 lbs Fish 1 Sheet Bread	.61
				<hr/>
				\$41.97

Paid Cowing's Bill		12.33
		<hr/>
28	1 lb Tea 3/ 2 lb Candles	\$54.30
		.84
		<hr/>
		\$55.14

Recd. payt. Augt. 30. 1832  
for J Badger

NATHL. BADGER

Across from the Holbrook Block there used to be a stone guidepost, stating that Portland was nineteen miles in one direction and Brunswick nine miles in the other. In front of Oxnard Block was once the town pump, the waterworks of the Square in years gone by. One of many fires which were quenched by its water was that in Nye & Harrington's store, when men and women formed a line that passed bucketsful to be thrown on the blaze and thus saved the whole business group. In those days the waters of the bay could be seen from this spot but now the woods have grown to such an extent that the view is shut off.

North of Bow Street, along Main was Captain Henry Green's harness shop, the office of E. C. Townsend and Charles Tuttle's barber shop. Gore & Holbrook were in business at the corner of Main and Mechanic Streets from 1830. The second member of the firm was succeeded by his son, S. A. Holbrook and he by William A. Davis, who finally became manager for E. B. Mallet.

On the site of the Nye & Harrington store, which closed in 1848, was erected the Brewster Block, destroyed by fire in 1894. Sparks carried by the wind ignited the Congregationalist church, which was on rising ground, overlooking the Square, and that structure, a landmark since 1819 was totally destroyed. The church and the Brewster Block occupied the space where the L. L. Bean block and the stores north of it now stand. Shortly before the fire, in 1891, the Brewster Block had the following tenants: On the ground floor, J. A. Brewster & Company, General Merchandise, Pettengill & Chase, Meats and Provisions, Post Office. On the upper floor, F. M. Grant, Barber, Y. M. C. A. Rooms, W. H. Lovell, Violinist, Miss M. E. Dillingham, Dressmaking, Dr. J. E. Harvey, Dentist. Third Floor, Golden Cross Hall.



The large block opposite Bow Street, long known as the Oxnard Block, was built and occupied in 1887 by E. P. Oxnard, clothing manufacturer who employed twelve workers in his shop and eighty outside. He was established in 1876 and also sold general merchandise.

Nearly every town sooner or later has been the victim of a disastrous fire and Freeport has been no exception, for on the morning of December 28, 1909, a fire which started in the store of Curtis & Morton leveled all structures fronting on Main Street between Bow and Mechanic Streets. The cause of the fire has never been determined. Aid was summoned from Portland and an engine sent from that city did good service. Fortunately, the flames did not cross Main Street but even with that advantage a large proportion of Freeport's business men and women suffered severe losses. Within a few days all of these had secured new quarters and with apparently undiminished courage were conducting business anew. In the end, however, the town benefitted through this misfortune, for modern brick blocks soon took the places of those destroyed, thus providing better business quarters.

Clark's Hotel, formerly the Harraseeket House, upstairs in the block on the corner of Main and Bow Streets, was totally destroyed, as were the first floor stores in the same building. Toward Mechanic Street the H. E. Davis block shared the same fate.

The places of business burned included the following: Curtis & Morton, Groceries, A. W. Mitchell, Variety Store, Lewiston Trust & Safe Deposit Company, Annie Hunter, Dry Goods, Henry Gould, Boots and Shoes and Furnishings, H. R. Alden, Druggist, George L. Small, Hardware, L. M. Bailey, Hardware, Randall & Keene, Law Office, G. F. Lowell, Jeweler and Telephone Office, L. L. Bean, Boots, Shoes and Clothing, W. W. Fish, Undertaker, Portland and Brunswick Street Railroad Station, Red Men's Hall.

Where there was water power Maine villages had electric lights in the eighties, but lacking power, places like Freeport were later in receiving them. The first dynamo for commercial lighting was placed in the Davis shoe factory and remained there until the electric road took over the business and gen-

erated the power at their car barn near the railroad crossing on Main Street.

When the hour of five approached on the day which should see the power turned on for the first time, one of the prime movers in securing electric lighting was naturally much concerned that everything should go without a hitch. So he went to all the places where the new lights had been installed and personally gave directions and inspected the wiring. At one place of business conducted by a woman he was asked if he would tell her just where the match should be applied when turning on the lights.

The Freeport Light, Heat and Power Company, as the corporation was known, was taken over by the Central Maine Power Company, which now supplies village and country districts alike with electric current, generated at one of its several hydroelectric plants in the central part of the state.

Some time in the eighties a novel exhibition was staged in Freeport Square. Two men with a coil of wire and some strange apparatus were to give a demonstration of that new invention — the telephone. The audience was skeptical but ready to be convinced if there were any truth in the claims made by the demonstrators. One of the men stationed himself near the present location of the bank, at the corner of Main and Mechanic Streets, while the other took a position in the Square out of hearing distance, but in plain sight of the first.

The crowd was similarly divided and while one group heard the demonstrator at one end of the wire tell the other to make certain motions, they could see the command obeyed. Then as many as possible were allowed to speak into the instrument and hear some one at the other end of the wire answer them. It was wonderful and mysterious, for what is now a commonplace and everyday necessity was then just coming to the notice of the public.

The first telephone was installed in the Shaw Shoe Factory.

In 1904 there was a boom in telephone installation when fifty subscribers were added within a few days.

On May 9, 1891, the citizens assembled in town meeting voted to give the right to lay pipes for conveying water to E. B. Mallet and assigns, but as the selectmen were unwilling to take the responsibility of signing the agreement, a special meet-



ing called on May 23 of the same year authorized them to do so. This agreement was assigned by Mr. Mallet to the Freeport Water Company.

In brief, Mr. Mallet agreed to build a brick pumping station on Frost's Gully Brook, set up a pump of 1,000,000 gallons' capacity in twenty-four hours, a spare pump of 500,000 gallons' capacity, build a dam across the brook, erect a standpipe of 220,000 gallons' capacity on Maple Avenue, lay 14,400 feet of cast iron pipe, four, six, eight and ten inches in diameter and maintain eighteen hydrants.

The town was to pay \$1,000 a year for the use of the eighteen hydrants and \$50.00 for additional hydrants. For the public use of water in schoolhouses and town-owned buildings, an annual amount equal to the annual tax was to be paid. The agreement gave the town the option of purchasing the plant at the end of ten years or at the end of any five years thereafter. This agreement was renewed at the town meeting held on March 13, 1911.

The Fourth of July, 1889, was chosen as the date to celebrate the one hundredth anniversary of Freeport's existence as an independent town, after having been for more than a century a part of old North Yarmouth. The day opened with a salute of thirteen guns, possibly fired from a pair of brass guns, which were relics of the old artillery companies. These have been stolen and restolen by the young men of South Freeport and Freeport Square and have spent most of the time in hiding in some obscure spot. The story goes that one burst as the result of an overcharge of powder and that the other had been so securely hidden, probably in South Freeport, that it has become permanently lost.

Jewett's train from Portland brought many for the celebration. Just here it may be well to record another institution which flourished fifty years ago. Many of the trains on the Maine Central were then in charge of veteran trainmen, who had seen the beginnings of railroading in this section and had been on runs for so long that patrons designated certain trains by the names of their conductors. Conductor Jewett was one of those whose run was from Portland to Waterville via Freeport, arriving in Waterville at about ten in the morning and leaving that city at two in the afternoon for Portland. He was active for at least ten years after 1889, but to this day some of the older



folks along his former route think of the train which approximates his schedule as being "Jewett's train."

At nine in the morning of that July day the first division of the parade started. Headed by the Yarmouth Band, it included the Montgomery Guards of Portland, Neally Rifles from Lewiston, the Yarmouth Rifles, all crack companies of militia, J. D. Fessenden Post G. A. R. and Camp Phil Sheridan Post Sons of Veterans.

The Second Division was headed by the St. Jean Baptiste Band of Brunswick and consisted of school children and some of the representative industries. The American Band of Westbrook, fire department, together with floats of trades and industries made up the Third Division, while the Fourth consisted of the New Gloucester Band, citizens and speakers.

Josiah H. Drummond of Portland was the orator of the day. In his oration he reviewed the history of Freeport at length and from its earliest times. Mr. Drummond, a graduate of Colby College, is now remembered as a practicing attorney and also for his researches into the history of Freemasonry, which has made him a worldwide authority on that secret order.

Henry L. Koopman, a native of Freeport, also a graduate of Colby College, at that time librarian of the University of Vermont, read a poem written for the occasion, which we reproduce, in part:

*Beloved town, with gladness we discern  
How fortune smiles on thee at every turn.  
And trust that all its present favor brings  
Is but the promise of still goodlier things;  
Yet on this day, the fullness of thy years  
One word the poet brings not free from fears  
Dear home town, let men ever call thee so;  
Guard well the font from which thy virtues flow,  
Only thy homes can rear thee manly sons  
And daughters gentle, as thine earlier ones  
Can bring thee love like ours from future men.  
A land of Homes amid the storms to fall  
No fear be thine if thou hast homes for all.*

The hundredth anniversary of Maine's admission to the Union was celebrated by Freeport as an old home week from

June twenty-first to twenty-sixth, inclusive. B. Frank Dennison was honorary chairman and Edmund B. Mallet active chairman. Guy Bean was chairman of publicity. The town was decorated and every effort was made to welcome visitors and make them feel at home.

On Monday, June 21, visitors were formally received and entertained by pictures and dancing at the Nordica Theatre. Tuesday there was a ball game with open house at the Nordica. On Wednesday the stores closed and a merchants' picnic was held in Mallet's grove; where a free clambake and coffee were provided. Field sports followed and a ball game. Thursday the old time players gave an exhibition of playing and on Friday High School girls played a ball game with the boys and in the evening Donald B. MacMillan, the Arctic explorer, gave a lecture in the Baptist Church.

Saturday was the crowning day of the celebration, with a parade in the morning, picnic dinner at Mallet's grove, a baseball game and an oration by Governor Milliken at four thirty. For the afternoon and evening the Yarmouth Band of twenty-five pieces was engaged. At dusk traffic was diverted via Mill, Middle and School Streets, so that the Square could be clear for a carnival which lasted until those taking part felt they had sufficiently celebrated the occasion.

While the weather, especially the first of the week, was not all that could be desired, everybody made the best of it, no doubt remembering that the next celebration would be far beyond their span of existence.

The largest Freeport manufactory, which may be termed a local enterprise, is that of L. L. Bean. Prior to 1911 Mr. Bean conducted a store at the centre. He was fond of hunting and developed a shoe which eliminated foot troubles, caused by walking over rough or wet ground. When other hunters learned of these shoes and sought to buy, Mr. Bean began to manufacture on a small scale, issuing his first catalog of four pages in 1914, featuring this footwear. The latest issue of this catalog was an edition of three hundred thousand copies, of sixty-eight pages each, listing all kinds of hunting and fishing supplies. Every item contained in the catalog had been tested in actual service by Mr. Bean and found to be satisfactory before being included.



A large block on Main Street, with adjoining storehouses is occupied by this enterprise, which employs seventy-five to one hundred hands. Much of the business is mail order but sportsmen passing through stop to supply their wants from the store which is open twenty-four hours a day. The postage from this one business exceeds \$48,000 per year.

The principal industry of Freeport is the manufacture of shoes. There are four firms engaged in that business, of which three occupy the factory building owned by the Freeport Realty Company, a local corporation, whose stock is held by many of the townsfolk. The fourth is in the factory on West Street, which was built by the H. E. Davis Company. This company was made up of five brothers, who started in a small way on Beech Hill in 1873, then in 1882 moved to a factory on Mechanic Street, before building its own plant in 1898. Since the Davis's retirement several firms have occupied their former factory.

Freeport has the usual complement of stores, garages, filling stations and eating places, too numerous to be mentioned in this book. A private hospital is maintained by Doctors Howard and Gould. There is a well-equipped fire department at the centre, which serves the entire town. Outside the village on Pleasant Street are the greenhouses of Perez Burr, which have furnished plants and flowers for the community for two generations.

Since the beginning of the present century have occurred the World War and the great depression. Both of these periods have been trying times. The War required many of the young men and took the lives of three. A large proportion of the men were in fighting units and saw the worst of war. At home the inhabitants built ships, made shoes, purchased Liberty bonds and did all in their power to encourage those in the service. The depression was met in the same spirit, although many have felt decidedly poorer after the affluent days prior to 1929. As prospects were growing brighter, however, the return of war to Europe renders the future less promising and only time will reveal its outcome.



*B. H. BARTOL LIBRARY*

AROUND 1830 a Library Association flourished in Freeport and had its quarters in the office of Josiah Mitchell, Esquire, a leading lawyer of the period, who was also librarian. Squire Mitchell's office was in a building in the rear of the Oxnard or Sylvester Block. A small brick house which occupied the site was torn down in 1939 when the L. L. Bean factory was enlarged. After the librarian's death in 1852 there must have been others who kept the library in action for in 1880, when a new Association was formed the books of the former one were donated to it.

Dr. Ebenezer Wells is said to have combined the office of librarian with that of post master in a house which stood on the corner of School and Main Streets. In 1880 Doctor Wells must have been seventy-nine years old and had perhaps retired from practice. Later Charles Loring, a carpenter, took charge. Afterward the library was moved to the store of Oliver Briggs and from there Samuel Cushing moved it to the Cushing House. William Curtis was the last librarian before the Association disbanded in 1900, and at that time one of the by-laws stated that "all books must be returned within four weeks or a fine of 1 cent a day will be imposed," also that "any person loaning a book to one who is not a member is promptly fined \$2.00."

A traveling library sent from Connecticut for the use of Freeport citizens was a blow to the pride of some of the members of the community, who felt that a prosperous town like theirs could and ought to provide library facilities for its own people. Consequently, at a meeting called on September 1, 1900, a movement was initiated which resulted in the Freeport Library Association and later developed the Bartol Library.

The new Association met its expenses by imposing a membership fee of one dollar per year and opened with six hundred books, housed in two upper rooms, which were reached by an outer flight of stairs, somewhat out of repair. Because of conditions and the rather scanty supply of books, the supporting fees fell off and the town was asked to aid by an appropriation. In the meantime, a campaign was begun to provide a building to better serve the readers. In all \$3,500 had been accumulated

and a lot purchased at a cost of \$600, when it was thought that the time had arrived to begin building. At that time the late Andrew Carnegie was distributing his vast fortune by assisting towns like Freeport to build libraries. Therefore, an appeal was made to him for \$5,000, which combined with that already in the treasury of the Association would permit the erection of an \$8,500 building. Mr. Carnegie made a counter proposal, that he would give \$6,500, to be applied only to the building, if the Association would permanently invest the \$3,500 on hand, using the income for expenses and that the town would yearly provide \$500 to be added to this income. Another condition which Mr. Carnegie insisted upon, namely — that a building lot be provided — had already been attended to, so the matter was settled when the town voted the money, except for one detail. When contributions had been sought, the estate of B. H. Bartol, a man born in Freeport in 1796, gave \$1,000 toward the erection of the building, on condition that the resulting edifice should be called the B. H. Bartol Library. Following a favorable vote of the town and the consent of the Bartol heirs to the diversion of their contribution to this fund, work was begun in the summer of 1905 and the building was ready for dedication on May 26, 1906. So businesslike had been the work of the Building Committee that when all bills were paid there was left the sum of \$117.00. Up to this time thirteen hundred and fifty libraries had been erected under agreement with Mr. Carnegie, but this was the first that had been completed under the allotted amount.

At the dedicatory exercises Henry C. Brewer, President of the Association, made an informal speech and A. W. Shaw, Chairman of the Building Committee, delivered the keys to E. B. Mallet, Chairman of the Board of Selectmen. Following a prayer by Rev. C. E. Angell, Professor Henry L. Chapman, of Bowdoin College, delivered the address of the day. The exercises closed with the reading of the poem "The Book," written for the occasion by Henry L. Koopman, Librarian of Brown University, who was also a native of Freeport:





*The B. H. Bartol Library*



*The Universalist Church*





*Hail thou mightiest of all arts  
Greater than Promethian fire!  
All the rest play soon their parts  
Serve their hour and then expire.*

*Thou the art supreme whereby  
All the gains through ages won,  
While their mortal founders die,  
Pass in strength from sire to son.*

*Not that every century owns  
Loftier stature than the last,  
But that each the book enthrones  
On the love of all the past.*

*Rarest gems we set with skill  
Lest they glide unmarked away  
Honor him whose generous will  
Here hath set our books today.*

Miss Annette H. Aldrich, Librarian of the Association was the reader, as Mr. Koopman was unable to be present.

Since the dedication of the building there have been but two librarians, Miss Annette H. Aldrich and Miss Grace M. Rogers. Miss Rogers now has an assistant librarian, Miss Mildred P. Stowell.

There are now seven thousand and ninety-eight books in the library, used by a total of one thousand three hundred and seventy-two borrowers.

The books are not the only valuable and interesting objects in this building for it houses also the original working model of the *Dash*, paintings of the Clipper Ship *Tam O'Shanter* and the Bark *Ring* with a large portrait of the latter's owner Captain Samuel Rose, of Freeport, who died in 1857. An unusual possession is a large, full-length portrait of Washington, five feet by three feet, beautifully done in needlepoint and protected by a heavy, old gilt frame.

## XXVI

### SCHOOLS

THE first school in Freeport, as far as we know, dates back to 1736 and was situated near Strout's Point. In 1761 North Yarmouth raised sixty pounds for the support of schools, stipulating that school terms should alternate between the settlement around the Meeting House Under the Ledge and that section east of the Cousins River, which is now Freeport.

When Freeport became an independent town in 1789, it was divided into districts and the inhabitants were ordered to appoint a schoolmaster. The sum of one hundred pounds was appropriated in 1794 and the next year Parson Alfred Johnson received an increase in salary on condition that he teach a grammar school. In 1816 there were eleven of these districts.

After Maine became a state, district schools were supported by state money, supplemented by local taxation. About 1874 the district system was abandoned. Sessions of school were held in the same buildings, but under the direction of a superintendent chosen by the town and supported by an appropriation made in town meeting instead of a district tax. At first superintendents were local men who were interested in education but as time went on trained men were hired and then towns pooled their resources to obtain still better men. At present Freeport joins with three other towns.

Under the prevailing system outlying schools have been abandoned when the number of pupils became small and the remaining scholars are transported daily to schools in the centre.

One of the departed institutions of Freeport is the old fashioned district school. It is true that there are a few outlying schoolhouses of the older type still in use, but only the external appearance is the same. There are usually two outside doors, either of which you may use as you enter, but the scholar of a hundred years ago or even less, had no choice, for one was the girls' door and the other the boys'. Each door opened into a small vestibule whose walls had many pegs or nails on which the scholars' hats and coats were hung. At the beginning of the term one of these nails was taken by each scholar for his or her own and woe betide the wight who presumed to encroach



on the other's privilege of ownership. Another door gave access to the schoolroom proper, and between the doors from the two entries stood the teacher's desk, his or her official station, which must be passed by the tardy or by any one wishing to leave the room. In the older days this desk was not a cabinetmaker's masterpiece but a homemade affair of native pine put together as economically as possible. Beside the usual offices of a desk it served as sounding board upon which the ferule was soundly thumped to quell disorder or to emphasize commands. Of such a piece of furniture Whittier says:

*Within, the master's desk is seen  
Deep scarred by raps official. . . .*

The scholars' desks were if anything rougher than the teacher's. Also of pine they were in many cases unpainted and uncomfortable enough to prevent any wandering of mind due to ease of body. Then there were no means of adjustment to fit different sizes of occupant as is the case in school desks of today. However the rear seats and desks were higher and larger to accommodate the larger boys and girls who came to school in winter or when they could be spared from the labors of the farm. The youngest scholars sat in front and as they advanced in studies they were assigned seats further back as an evidence of their promotion.

The little ones began their education by learning their letters. Each had an individual session with the teacher, the pupil naming the letters as they were pointed out by the official pencil. Stupidity or lack of attention was often rewarded by a thump on the head with the pencil, which often remained as a painful memory of those first days. When the scholar's education was in full swing he was studying spelling, reading, writing and arithmetic. Later, there were geography and grammar but literature was a subject learned outside school, as Abraham Lincoln learned it, by reading all the books that could be found in the neighborhood. Arithmetic was almost as much of an individual subject but was a matter of school work, in which each one progressed as fast as he was able, ciphering the book through and then starting at the beginning to review it again and again.

Each scholar in those early schools furnished his own text-

books, for free textbooks were to come much later. The result was a motley lot handed down from older brothers or sisters and maybe parents, bound in blues, blacks and greens and of varying sizes. In the early 1800's *American Readers* were in use, while later came *Franklin's* and perhaps *Munroe's Readers*, and in extreme cases all three may have appeared to add to the teacher's troubles.

The District School was the school for a certain district, the bounds of which were determined by the town and from then on the inhabitants attended to their own school. Some responsible citizen was appointed at a district meeting to be a committee of one and he arranged the length and number of the terms of school, hired the teacher, saw that fuel was provided and had general oversight. If he saw fit he would visit the school to satisfy himself that the instruction was as it should be and was the arbiter in case of trouble. This office was in many instances passed around so that each voter in the district should have an opportunity to try out his ideas and learn how hard it was to please the entire district. At one of the district meetings after a new committee had been chosen it was suggested that the retiring committee make a report of what he had done. Whereupon he arose and said: "I have done as the rest of you have — just as I pleased." After which he sat down and that was that.

The money came from the state and from the town. Each person in the district under twenty-one was apportioned a share of the state and town money and the total of the shares was used to meet the expenses of the school year. When the money was expended school stopped. If there were but few of school age in the district, terms were few and short. A total of twenty weeks was very good, but in most cases there were less.

Often the teacher was a girl who had had her entire schooling in the district where she afterwards taught. In such a case discipline was very difficult unless she was exceptionally good. Any girl who taught a successful term under those conditions was extremely capable and many of them had spunk enough to do so. If she came from another town she had to be boarded and this was done by the committee's family unless the custom was to have the teacher board around. In this case the teacher learned about home conditions of her pupils in a way that no teacher does nowadays. It may easily be imagined that a week



in some families could be a strain on any teacher. A teacher's pay was small but so was her board bill, so she may have considered herself well paid. In the winter a man was often engaged because at that time the large boys who could do so came to put the finish on their education. They were hard to handle and had to be held by the stern hand of a man with a physique to withstand rough and tumble if necessary.

Among some old papers a few items are capable of telling us considerable about what used to be District Number Fourteen. This district included the Flying Point section and the schoolhouse was located a few hundred feet to the south of the point where the road leading to the extreme of Flying Point forks from that leading to the Wolf's Neck road. Evidently the land on which the schoolhouse was located was not district property, for money was raised by subscription to buy it. The names which follow are of interest because they probably list the heads of families of the district. Unfortunately the date was not on the paper but judging from the names the date could have been in the first quarter of the 1800's:

“Subscription to raise money to pay for the land where-  
on the School house sets:

Joseph Mann	\$ 3.60	George R. Anderson	\$ .50
George Rogers, Jr.	.35	John Mann	.40
Thomas P. Rogers	.35	Thomas Chase	.25
Reuben Brewer	.50	Jacob Brewer	.45
Thomas Mann	.25	William Mann	.25
Robert Mann	.25	Samuel Means	.25
William Chase, Jr.	.50	Joseph A. Means	.20
Thomas Means, Jr.	.50	James Mann	.25
Isaac L. Mann	.40	Jacob Rogers	.25
Robert Dunning	3.50	Means Anderson	.25

It is regrettable that we do not know how long Abigail Rogers taught to earn sixteen dollars. It may have been ten weeks or even longer, but when she received it it probably seemed like a fair amount of money, as it was for those days.

*Freeport September 14th, 1822*

to the Select men of this town

gentlemen this is to certify that Abigail Rogers has  
tached school in district No fourteen to the amount of  
sixteen dollars

GEORGE R. ANDERSON, *School Committee*



How much the district had to spend in one year is shown by the following, which had no date, but as Mr. Mitchell was treasurer from 1824 to 1827 we can guess very closely.

*District No 14*

Old Balance	\$15.21
State Money	7.59
Money this Year	65.66
	<hr/>
	\$88.46

J. W. MITCHELL

Probably the old schoolhouse had a fireplace to warm the scholars but when stoves came into use provision was made for more comfort for them during the bitter winter months. The stove mentioned in the bill below has long since vanished in rust, but it may have been one of those box stoves so commonly used in schoolhouses and not unlike those on sale today.

*School District No. 14*

To Nathan Nye Dr. \$5.25

1844 Jan. 24 To 1 Stove

Paid NATHAN NYE

by J. A. NYE

A teacher's list of the scholars attending the winter term in District Number Sixteen, November 27, 1854, has come down to us and we give it herewith:

Reuben Wilbur, 16  
 Daniel Rodick, 16  
 George Stanwood, 9  
 Enos E. Day, 13  
 Ethan Wilbur, 11  
 James Soule, 15  
 Samuel Curtis, 9  
 Orrin Curtis, 7  
 James Rodick, 8  
 Isiah M. Gardiner, 9  
 William J. Bibber, 14  
 Enoch Brewer, 11  
 Daniel Ward, 20  
 Herman Brewer, 4  
 Ellen Brewer, 19  
 Helen A. Brewer, 14

Mahala D. Mann, 14  
 Emily A. Mann, 10  
 Elizabeth A. Wordsworth, 18  
 Sarah E. Wade, 17  
 Maryetta Rodick, 11  
 Olive Ward, 16  
 Ellen J. Farr, 15  
 Emma E. Day, 11  
 Frances Rodick, 21  
 Mary F. Ward, 9  
 Sarah Curtis, 10  
 Susan F. Day, 9  
 Eliza J. Rodick, 18  
 Frances Brewer, 18  
 Ellen E. Day, 17

It will be noted that the average age was high and that there were very few of the younger fry. Those who attended were probably nearby residents whose short legs could cope with the deep snows, which were taken as a matter of course. There is one girl of twenty-one and a boy of twenty, both of whom probably expected that that term would be the last opportunity they would have to acquire an education.

There is no name of the teacher included with this list but it is not impossible that the teacher may have been N. O. True, who was afterward a member of the Board of Selectmen. The custom of those days of hiring a man for the winter term because of the older boys, together with the source of the list, renders this conjecture probable. The present-day school, which corresponds to "No. 16" is known as the Litchfield School and is one of the few of the old type which is still in operation. To place this school more exactly, it can be said that it is just off the Flying Point road on the Stanwood road and nearly two and one-half miles from Freeport village. The school building of 1854 stood almost in the road, at the fork, a hundred yards to the west of the present one. Toilet facilities were entirely lacking and the playground was the road. The building was moved through the fields to the Stanwood road.

Another old district school was that in Dr. Hyde's district. This was located just north of the railroad overpass on Main Street, about where Robert Hunter's filling station is today. The district's name is due to the first Dr. Hyde, whose home was a few rods away toward the Square.

The following clipping tells of the first high school:

"About the year 1873 the State legislature had passed an act extending aid to those towns in which a free High School was maintained to the extent of one-half the amount actually expended for instruction. Freeport at its annual town meeting in March, 1873 voted to take such action as should secure the largest benefit from this law and at the same time the town voted to appropriate \$3,000 in bonds of the state of Maine belonging to the town (and received from bounties) for the purpose of erecting a suitable High School building on condition that a sum not less in amount should be contributed by individuals. Free-



port, at this time, as a town, was out of debt and had money in their treasury, from which they appropriated the sum above named. Among first contributions was a free gift from the late S. A. Holbrook, to the town of a lot of land where the High School building now stands. The building fund once started, the amount subscribed by individuals soon exceeded the required conditions. Accordingly a contract was made with Foster & Dutton of Portland and the present building was erected from plans drawn by Architect Fassett, also of Portland. . . . H. C. Brewer was in the legislature at this time and did all in his power to further this worthy undertaking and against great odds.



*The First High School Building*

As soon as it was assured that Freeport would have a high school this grade of study was opened in the upper rooms of what was known as the Lane schoolhouse and there was held two terms, the third term opening in the new building with Mr. Frederick K. Smith, a graduate of Bowdoin College as principal, Miss Susan Hyde, assistant and Mr. N. O. True, school supervisor. The course of study laid out was of four years' duration and embraced mathematics, natural science, English studies, languages and general exercises.



When completed the high school building cost a little rising \$11,000.

Following is a list of those who contributed to the high school building fund:

W. P. Rogers	\$ 50.00	William A. Mitchell	50.00
Thing & Litchfield	100.00	Reuben R. Curtis	25.00
George Bacon	100.00	Daniel A. Fogg	75.00
Rufus C. Soule	50.00	Simeon Pratt	25.00
Sarah A. Hobart	500.00	James Koopman	50.00
S. A. Holbrook	school lot	William M. Curtis	10.00
Julia A. Holbrook	1,000.00	Isaac W. Parker	25.00
Charles A. Pettengill	50.00	Micah Stockbridge	25.00
H. B. Means	\$ 100.00	Julius S. Soule	100.00
James C. Creech	50.00	Lydia L. Bliss	50.00
George F. Creech	100.00	Eta C. Soule	25.00
Robert S. Soule	100.00	J. J. Bulfinch	25.00
John E. Belcher	30.00	E. P. Oxnard	100.00
N. O. True	50.00	A Friend	75.00
Enos C. Soule	850.00	Scholars High School	2.00
Lewis Litchfield	50.00	Abbie K. Soule	25.00
Sarah M. Sheiflen	\$ 500.00	J. B. Pinkham	50.00
John L. Kelsey	50.00	John D. Osgood	25.00
Eliza F. Harrington	200.00	Charles S. Kilby	25.00
John A. Briggs	600.00	Martha C. Cushing	250.00
William Gore	250.00	George Aldrich	25.00
Catherine J. Creech	210.00	Edwin C. Townsend	25.00
Rufus M. Dill	70.00	Town of Freeport, Bonds	3,152.50
Sarah Soule	300.00	H. C. Brewer	50.00"

This building has since been replaced by a modern one, but in another part of the village.

## XXVII

### *OLD NEIGHBORHOODS*

AT the time of the resettlement, it was stated that there were three houses on Shepherd's Point, previously called Harraseeket Neck. Thomas Shepherd, "ye antient owner," had been driven away by the Indians in 1675 and never returned, so in the resettlement his heirs were assigned two hundred and sixty-seven acres, of which one bound was a heap of stones "opposite the end of a small island called Wolf's Island." Through marriage with Shepherd's daughter, Rachel, Henry Wolf came into possession of this assignment and made his home upon it for many years. In 1773 he was one of the voters at the town meeting in North Yarmouth, in which town his property was then included. With the change in ownership came a change in name, so that Wolf's Neck derives its name from an individual and not from an animal.

It is said that Henry Wolf planted an orchard and made other improvements but that the Indians were also fond of apples so these trees were cut down, excepting one which was too sour even for the red men. Within the recollection of those in middle age this tree was standing near the end of the point perhaps close to the site of Wolf's home but has now disappeared.

After Wolf's death, the grant was divided and for many years remained as separate farms until in the 1880's E. B. Mallet reunited them through purchase. Of late years this property has been held in one family, with the exception of some cottage lots, but at present it is proposed to again divide it into smaller divisions.

Undoubtedly, the oldest house now standing on Wolf's Neck is a leanto wood-colored dwelling known as the Pettengill House. This was built in Falmouth some time in the eighteenth century and about 1760 was owned by one Captain Greenfield Pote. This man was a characteristic Yankee skipper of the sort that made Maine a maritime state, with ships on every sea. Lying in the harbor of his home town he waited day after day for a favorable breeze, which finally came on a Sunday. Without delay he put to sea and after a successful voyage returned to find that complaint had been made against him for

setting out on the Sabbath. Incensed, he declared that he would live no longer in such a town nor would he pay taxes there. So he purchased a farm on Wolf's Neck, loaded his house on a flat boat and set it up where it now stands. The reputed date of this removal is around 1765. If we exclude the time that the house was located elsewhere this makes one hundred and seventy-four years that it has occupied the present site.

Probably at the time that Captain Pote moved his home, the road was not in its present location. If by any chance it was, the man demonstrated his independence by placing the house with its back squarely to the road, for so it stands today. As it is, the front door can be reached only by going half way around the house. This is so inconvenient that the back door of necessity must do double duty. The spunky captain lies in the nearby cemetery and one of his sons was lost in the privateer *Dash*. The name of Pote is no longer found in Freeport, although descendants are still living here. The house passed into the hands of the Banks family to which Mrs. Pettengill belongs. In itself this is something of a record that two families should hold a house for one hundred and seventy-four years.

Another old house further up on Wolf's Neck on the Everett Byram place, formerly owned by Enoch Brewer, found itself in the same predicament as the Pettengill house by reason, in this case, of a change in the road. The problem was solved, not by turning the house around but by tearing out the partitions and rearranging the rooms. Originally a Cape Cod type of farmhouse, with the usual arrangement of rooms separated by partitions of shiplap and with the customary handmade doors, the fireplaces and other characteristic features were removed so that only the frame and outside remain as the original carpenter left them. Appearances would indicate that this house is little if at all younger than the Pettengill house. On the same farm the sites of two early log cabins have been found. There is no way by which we can find out their history but one at least probably belonged to the Brewer family.

Like nearly all of the early farms this had a family cemetery once fairly well filled, but because of removals to public burying grounds now containing but a single grave.

On Tuesday, December 28, 1909, the newspapers carried as a news item that Frank Sanford and sixty Shilohites on the yacht



*Kingdom* had arrived at Gibraltar on their way to Jerusalem. This was of interest to Freeporters, since the bay off Wolf's Neck served as anchorage for the fleet belonging to the sect, which for a few years had occupied a prominent hill in the town of Durham. The stone wharf at the end of the Neck was their landing place for the catch of their fishing vessels and the place where they embarked on their travels about the world. When the *Kingdom* started on her way to Jerusalem her destination was kept secret and the news item revealed the whereabouts and destination of the pilgrims.

People living on the Wolf's Neck road were accustomed to see the splendid teams of mules owned by the Shilohites which were used to convey the fish to the community in Durham and to bring the members to the vessels when they went abroad. Men and women thus transported rode with eyes strictly front, interested neither in people nor the scenery. Instead of following Bow Street to the Square, an abrupt turn to the right was made at Mast Landing to the direct road to Durham. The steepness of the hill required extra mules, which were there in readiness to be hitched on. A later expediton to Africa resulted in much suffering for these Shilohites and conviction and imprisonment of the leader for violating United States regulations.

Years ago Pleasant Hill boasted two stores, a district schoolhouse and a chapel erected and dedicated by the King's Daughters in October, 1904. The population was then adequate to support these but has now so diminished that the stores have vanished, the schoolhouse windows are boarded up and the chapel is in a more or less dilapidated state. Several of the early settlers are buried in the old cemetery with their families.

When Mast Landing was the main village, the Pleasant Hill road was a stage route. Between the third and fourth houses on the left after leaving the Flying Point road a cellar is pointed out as the site of a tavern where tired travelers refreshed themselves and perhaps remained overnight. An old resident has related that at one time it was kept by a Talbot. The oldest inhabitants heard of it from their parents, but since one of them who is now ninety-two years old has no personal recollection of the inn it is probable that it flourished very early in the 1800's. Nearby was the one-time home of "Iron Man" Jack Coombs, a





*The Frank Pettengill House*



*The former Capt. Greenfield Pote House*





big league pitcher of several decades ago. Mr. Coombs graduated from Freeport High School and Colby College before entering upon his baseball career. The Curtis family was once numerous here but nearly all members have moved away.

The house on Pleasant Hill occupied by Professor Berkeley as a summer home probably dates back to the time of the Revolution, if its framing may be taken into account. It was built and occupied by the Lane family, of which Mrs. Berkeley is a descendant. The house has curious sliding panels, which were designed for use as shutters to cover the lower half of the living room windows. These instead of disappearing into the walls are entirely in the room, forming part of a paneled border above the wainscot. There are numerous shiplap doors with H and HL hinges. There have been some changes in the arrangement of the lower floor but the stairs, chambers and attics are as they were originally. The steep stairs are quite characteristic of the Cape Cod model. In the yard is an enormous elm, which tradition says was brought from Connecticut. Such trees do not grow to this size in a century and it was said that this one was placed in a flower pot when it arrived in Freeport.

There are several other old houses on the Pleasant Hill road. One of these is a story and a half dwelling occupied by Mrs. Ella Lane. A large lilac bush makes a picturesque setting for the house, especially when in full bloom. The story here is that the kitchen half is the original and the other part was added many years ago.

The Webster road in Freeport is named for the Webster family, whose immigrant ancestor, John Webster, came to North Yarmouth about 1770. A native of England, John Webster was somewhat eccentric, as is shown by the event which led to his change of residence to Freeport. According to his grandson, Benjamin Webster: "He was put out with one of his neighbors, would have no dealings with him and would not even speak when they met. About this time the minister preached a sermon in which he said a good deal about loving one another. A Monday morning, one of the brothers of the Church called on my grandfather and had a talk with him about living in that way with his neighbor, whose name, by the way, was Deacon Hayes. He says, 'It's not my fault, for if I

should speak to him he wouldn't answer.' The neighbor replied, 'O, I think he would.'

About this time, Deacon Hayes was seen coming up the road on his old white horse. As he came along, my grandfather said, 'Deacon Hayes, I think you look blacker than ever this morning.' The Deacon made no reply, but hit his horse a tap with his whip and was soon out of hearing. My grandfather, turning to the kind neighbor said, 'I hope you are convinced it is not my fault. I spoke to him and he didn't answer, as I told you that he would not.' "

In order to be at peace with his neighbors, John Webster bought a large tract of land in Freeport and moved upon it, leaving the Deacon behind. Here he occupied himself with building a home and clearing his land. As a venture he built a vessel in his dooryard, hauled her a half a mile to the Cousins river and loaded her with spars cut from his own land. Under command of his son, Benjamin, with the father as passenger the vessel was sailed to Cold Kirby, England, where the cargo was disposed of to advantage. Cold Kirby was the place from which John Webster had gone thirty-one years before with one guinea in his pocket and it greatly pleased him to return with a vessel, her cargo and a nineteen-year son as visible signs that he had made good in the new country.

Building a vessel away from the shore and then hauling her to navigable water was not unusual. The hauling was done with oxen of which every farmer had at least one yoke. The neighbors were always ready to give their help with cattle and manpower at a time like this. The boat was put on skids and a great chain attached to which yoke after yoke of cattle was hitched, until the long string could move the craft. The only expense to the owner was food supplied the men who enjoyed the chance to get out with their neighbors and vie with them in feats of strength and daring. The costs of modern moving would prohibit such shipbuilding today, but it was feasible then. Every section had men who were skilled in handling oxen and men at such times and many of these got their training in moving buildings. It is said that there are many old buildings in Freeport but very few on the original site, because of the ease with which they could be moved.

The section of Freeport known as Mast Landing, is at the



head of the tide on the Harraseeket River. Navigation is possible at high tide, although only small craft attempt passage at present. The name is derived from the fact that this was a receiving point for masts for the king's navy in colonial times.

It was decreed that all white pine trees exceeding twenty-four inches in diameter twelve inches from the ground, standing on land not granted to private owners before 1691 should be reserved for the use of the king. The area near the coast was surveyed and all pine trees suitable for masts, bowsprits or spars were marked with the "Broad Arrow," and a penalty of one hundred pounds imposed upon any one cutting a tree so marked without a license. Inspectors were appointed to enforce this law and these men were kept busy at times in attempting to enforce it. One can hardly blame the settlers who found their best timber so marked if they chose to utilize the trees or removed them if they shaded the clearings made for the purpose of raising food.

On the other hand the Crown was rather liberal in offering cash bounties for the cutting and delivery of trunks suitable for masts, bowsprits or spars. One pound per ton was paid for these sticks, which reckoned at fifty cubic feet to the ton for rough and forty cubic feet for hewn logs, brought such an enticing reward for a year's work that even planting was sometimes neglected. The difficulty of getting food when the nearest supply was miles away, with almost impassable roads or trails between, often brought such people to the verge of, if not to, actual famine.

The king during wartimes maintained a garrison at Mast Landing. These soldiers guarded the place and even accompanied the workers to the woods so that there would be no interruption to the constant stream of masts demanded by war-time conditions. The masts and spars delivered here were cut in the present Freeport, Durham and Pownal.

Considerable skill was required to cut and deliver the masts and spars in a satisfactory condition. The actual cutting was preceded by considerable clearing or swamping of a bed for the tree to fall upon. Trees and branches which would interfere and cause breakage must be removed and inequalities of the ground which would split or break the great trunk had to be leveled. The cutting was then done by axes alone, the skill of



the axman determining where the tree should fall. If he was unskillful he might miss the soft bed which had been prepared and cause damage through interfering limbs or by lodging in other trees. In the latter case there could be great danger to the cutter himself from broken branches or from the tree.

Hauling was done by oxen. A number of yokes of these animals were required for a mast was heavy. Especial care was needed in managing the teams upon the hills and Mast Landing is surrounded by them, but the masts arrived nevertheless at the water's edge.

The masts were taken to England by an especially built ship, which was considered to be so important that in wartime a convoy was provided to prevent capture. Before shipping the sticks were hewn down so that the diameter of the butt in inches was one-tenth of the length in yards. In this way a mast ninety feet long would have a diameter of thirty inches after being hewn. It has been said that in the territory included in the vicinity of Mast Landing grew some of the finest pines in Maine. There is an old story current in different places in Maine that some of the old growth pine were so large that a yoke of oxen could be turned on one of their stumps. It is a fact that a well trained yoke of cattle could be turned in a very small space if they were made to pivot and it is also true that the oxen of the settlers were much smaller than those of today, so that the feat is not incredible.

For the time being the Revolution put an end to the shipping of masts and when the war was over other parts of the state were drawn upon for a supply for local and nearby shipyards, so that with the coming of independence Mast Landing lost its basic industry. After the Indian wars the population driven off began to come back. Abner Dennison is said to have settled here in 1656 but as there is an Abner Dennison in the Mast Landing burial ground who was sixty-seven at his death in 1786, his coming probably was in 1756 instead of a hundred years earlier. There is no previous record of any one of this name. Joseph Lufkin came in 1778, Aaron Lufkin, James Griffin and Martin Anderson were early settlers as was also Nehemiah Randall, who came from Scituate. Zebulon Lufkin arrived at the end of the Revolution.

Dennison's Mill was here in 1804. This was probably a saw-

mill of the old type, in which an undershot water wheel, by means of a crank, imparted an up and down motion to a frame holding a straight saw against which the log was sent on a carriage pushed forward a small distance by a device operated by each motion of the saw frame. The marks of such a saw may be seen on all rough boards in houses of this locality dating back a hundred years or more. It used to be a common joke that in a mill of this type a sawyer could put the log on the carriage, start the machinery, then go to dinner and get back in time to take the board, which had been sawed. Of course this, like many other jokes, is much exaggerated.

When the logs were scaled, or measured, after sawing instead of marking with chalk or crayon as at present, the scaler would use a bladed instrument which would cut grooves. Of necessity Roman numerals were used, so that a board scaling ten feet would be marked X, one scaling eleven XI and so on.

Later on the site was occupied by a large grist mill combined with a saw, shingle and woodworking mill. This was owned by J. P. Weeman, who also owned part of the little steamer *Tyro*. This craft had its smoke stack hinged, so that it could be lowered in passing the bridge to go to the mill above the road. This steamer used to convey the output of the mill to Portland. The plant burned in 1861 and was not rebuilt. Earlier than any of these was a tidemill on the west creek in this place. Accumulated tidewater held by a dam ran this mill when the tide below the dam was low.

A brickyard was formerly on the flats on the side toward Porter's Landing and ships were built on the space between the junction of the two creeks. Recent excavations here unearthed oak chips and hewings, relics of the old industry. There were some scows built here, also. The large house, facing down the river, on the opposite side of the road was a boardinghouse and the ell once served as a Masonic Hall.

Up to a few years ago a small building, which had been a shoe shop stood on the site of the old shipyard. This has been moved to a lot about half way up the hill on the Flying Point road, where it has been remodeled into a dwelling.

The last steamer to ply between Mast Landing and Portland was the *Harraseeket* and the fare was fifty cents. There were two stores then, but both buildings have disappeared.



One, run by Joel Kelsey, was in front of the square house on the right after crossing the bridge to go up the hill toward Flying Point. This building was moved in back of the house when it had ceased to be used as a store. The other store was on the opposite side of the road across the bridge and stood beside the boardinghouse. This was torn down and later the stable which was beside it next to the bridge, was burned. Daniel Curtis was the storekeeper.

At one time large quantities of firewood were shipped from Mast Landing and each spring the flats, through which the creeks wind, would be piled high with cordwood. This wood went to the cities and to brickyards and lime kilns.

The coming of the railroad left Mast Landing at one side of the beaten path. For a time corn was shipped by rail to Freeport village, carted to Mast Landing, ground into meal, shipped to Portland by water and there sold. With the burning of the mill, industry died and now Mast Landing, after two centuries, is merely a collection of a dozen or more houses, some of them very old.

At the end of a picturesquely curving wood road, about a mile from Mast Landing one comes upon the Frank Pettengill house. For generations it has stood in its beautiful setting of trees and flowering shrubs, facing the waters of a tidal river. It is of the old leanto type, with wide chimney and had at one time mitred clapboards. The kitchen is particularly interesting. It has a large fireplace, with a long, high mantel and the wall in which it is set runs in a fine curving line, similar to that of a bay window. And there is an interesting bit about this room's history. Tradition hands down that this house was once a trading post, at which time the kitchen was used as the store or trading room. In those days the windows of this room, facing north, were set in the wall at the eye level of a person outside the house. This window arrangement was plainly a precaution taken in dealing with Indians or others with whom it was well to take a care. There are fireplaces in each downstairs room and on one windowsill is the quaint old sun mark, deeply incised.

Set high above the Harraseeket River, at an earlier period one of the everyday water roads of commerce, this house was admirably adapted to the purpose of trading. As the earliest houses in Freeport were built along the shore, or as in this case,



on an estuary, this fact together with the obvious age of the dwelling, places it as being probably the oldest house built in town and on its original site.

About 1747 Ambrose Talbot bought one hundred and fifty acres at Strout's Point of Jeremiah Powell, upon which the Talbot family still lives. He was apparently the original Ambrose Talbot and was a Revolutionary soldier, also the first deacon of the First Church when Freeport became a town in 1789. There were three contemporary Ambrose Talbots in Freeport and they were distinguished from one another by means of numbers, the next in age to the original Ambrose being known as Ambrose Second and so on. The original Ambrose had a son, Samuel, who also served in the Continental Army along with Joseph, his brother. Some years later another son, Simeon was in the War of 1812. Other settlers were attracted to this vicinity and by degrees a village formed which has played an important part in Freeport's history.

Early known as Strout's Point, South Freeport, because of its favorable position near the mouth of the Harraseeket, became a centre of the fishing industry when lumber, potash, pitch, furs and fish were the chief products of the region now included in the State of Maine. The peak of this activity was reached a few years after the War of 1812, when as many as twelve thousand barrels of mackerel were packed in a year. With the decline in the fishing industry the attention of the inhabitants turned to the more stable and more remunerative occupation of shipbuilding. Enos Soule opened a yard which was later operated under the name of Soule Brothers, and which ceased operations in the seventies. Captain Enoch Talbot was another early builder at South Freeport and in the 1860's Charles Bliss & Company launched fishing and larger craft.

One authority states that business was at such a low ebb in 1845 that but eight families were living in what is now the village of South Freeport. These were those of Captain Jacob Lincoln, Jonathan Stockbridge, Washington Soule, Captain Ambrose Talbot, Floyd Talbot, Alfred Waite and C. Paine. When shipbuilding was at its peak there were sixty dwellings, a church, graded school, store and post office.

A half-mile north of the village was another large yard es-

tablished in 1853 by Cushing and Means. The title of the firm at the height of its activities was Briggs and Cushing, but is locally remembered as Cushing-Briggs. These firms built a considerable number of large craft and brought a sizeable amount of business to the surrounding country. It is said that on Saturday night the teams taking the carpenters and other workers home in the direction of Freeport village formed a line a half-mile in length. The last ship was built in this yard in 1880.

Several attempts were made to revive the fishing industry. One was by Alfred Soule and Samuel Bliss, who had a store and did packing as well. Another was by William K. Lewis and Brother, who for several years after 1876 did an extensive business with a total capacity of ten thousand cans per day.

The World War revived wooden shipbuilding and the Freeport Shipbuilding Company, operating in the old Soule Brothers yard, launched two of the Ferris Type steamers, which were produced in large numbers throughout the country. Another was barely begun when the end of the war came and it was therefore modified to become a five-masted schooner. After peace was established six of the swift little vessels known as "rum chasers," designed to capture liquor smugglers, were built under contract and then several fishing boats. Since then the yards have been entirely unused.

South Freeport serves as the land port of Bustin's Island, for launches make regular trips between the two points in order that cars of the cottagers may be left there. The store is conducted by E. S. Butler and also the post office, which latter receives mail from the office at Freeport Square.

Before the coming of the railroad, Porter's Landing was the port for Freeport village, and the towns inland as far as Lewiston. The west branch of the Harraseeket, upon which it is located, was navigable for larger craft than the depth of the east branch permits, so this naturally followed. As early as 1770 a road twenty rods wide was laid out through this village, connecting it with the Square. The present name is due to the early activities of Seward Porter and later those of his sons, of whom he had eleven. The Porters came here about 1782 and operated a salt works as early as 1793, evaporating sea water to obtain salt.



There was an early tidemill here but the greatest industry was shipbuilding. It was here in 1812 that Master James Brewer built the famous privateer *Dash* for Seward and Samuel Porter, who were then in business in Portland — a ship which by her lucky ventures saved the owners from bankruptcy and then later sailed away and was never heard from again. Three of the Porters, John, Jeremiah and Ebenezer were lost with her. The Porters used the shipyards of Porter's Landing for a



Bridge at Porter's Landing

period of twenty-five years or more. Beside the *Dash*, the only craft of that period whose names we can give are the *Tippoo Sahib*, *America* and the schooner *Morris*. The *Tippoo Sahib* was built in 1814 and named for the Sultan of Mysore, an Indian potentate whose defiance of the British made him a popular hero with Americans who were then at war with the Empire. Built for a privateer, the news of peace came before she was finished so she eventually became a merchantman.

After the War of 1812 Joseph Porter opened a store at the Landing and at the same time Edwin Merrill joined with him in building vessels. In the 1830's Rufus Soule acquired the Porter properties and began to build vessels. He and his son, Rufus Cushing Soule, are said to have launched as many as one hundred craft, the last being the *Daniel L. Choate*, a ship of 1,150 tons and their largest.



Packets plied between Porter's Landing and Boston before the railroad came and much freight was also brought by water from Portland. Captain Robert Soule ran a packet from Portland to Porter's Landing. Fifty cents' freight was charged for a hogshead of molasses and the cost of hauling the hogshead to Lisbon Falls by ox team, was one dollar. Molasses came from the West Indies and was considered a great luxury. A notable use of the syrup was to sweeten rum for the parson on his round of visits. It cost ten cents to freight a barrel of flour to Porter's Landing by sloop and twelve cents by ox team to Lisbon Falls. In 1839 the consumer paid fourteen dollars a barrel for the cheapest flour.

Captain Tristram Griffin, who died at Mast Landing in 1890, was one of the last of the shipmasters who landed freight on the wharves at Porter's Landing.

With the passing of shipbuilding little business came to Porter's Landing. A brickyard and later a crabmeat factory were the successors of the leading industry but now the wharves have rotted away and the ways where the ships were launched have disappeared.

On Torrey's Hill, until a few years ago was a small building which in Indian times served as a garrison house for that part of North Yarmouth. It is said to have been built by the Bartols. Instead of the usual board siding, hewn logs were set into the corner posts, forming a bulletproof structure. Like the other garrison house at Flying Point, there is no record that this was ever attacked or even threatened by the Indians. According to photographs made before it was taken down, the house externally was very like other story and a half houses in town. Locally it was known as a blockhouse, but since a blockhouse is an entirely different structure, the building should properly be termed garrison house.

The Bartols, who built this garrison house, maintained a wharf near Porter's Landing, where a part of the freight brought by packets and coasters, was landed. It is also said that this family built vessels here, but if so there is no record of those built.

The northern part of Freeport is reached by the Ward Town road, which eventually passes the Quaker Church in South Durham. Ward Town is so called because of the number of

Wards who at one time lived there. Nehemiah Ward was a tithing man and is said to have performed his duties conscientiously. On the Sabbath he was wont to place himself where he could command a view of the road and it required a good excuse indeed for travelers to gain permission to pass his station.

The Free Will Baptist Church, now unused, is on this road and nearby, where the road crosses a brook are the foundations and dam of a one-time mill.

There are some old houses on this road but not all on their original sites. One of these, on the road's eastern side beyond the Church and set in a little from the highway, was moved by the Sylvesters from the Prout's Gore road and through their fields to its present situation. Another, with a high brick basement wall, was Captain Lambert's store, where for many years one could buy anything required by the farmer and his family. The first house on the right after leaving Route Number One, was the birthplace of Henry L. Koopman, which he himself said was built in 1799.

Other early families were the Townsends, Curtises and Sylvesters. James Curtis was a house joiner here after the Revolution. He was a representative to the General Court before Maine became a state and an officer in the militia.

The Gore, as it was called when the first surveys were made, is reached by a road branching on the right from the Ward Town road. A grant to Timothy Prout for services rendered as commissioner during the resettlement of 1722 included four hundred and sixty acres in the Gore and since that time the region has been known as Prout's Gore. At present one of the original Prout houses is still standing on the Gore road but not occupied. At one time this locality was well inhabited but people have moved away and the houses have either burned or fallen down.

A petition for a road from Prout's Gore was presented to the selectmen in 1799. There is no information available as to the action taken as a result, but we give the petition verbatim:

*Freeport June 11, 1799*

“We the subscribers as petitioners to the Select Men of the Town of Freeport, requiring you to call a meeting of the Inhabitants of said Town as soon as may be to see if



the Town will Grant the Petitioners the road they have requested from Prout's Gore to the County Road near Mr. Ezra Curtis's as was run out by a Committee assigned for that purpose by said Town; to see what Terms the Town will grant said road upon as the Petitioners think it unreasonable the Town should not grant such a Public Road to the best Ship Channel in the Town of Freeport, and to see if the Town will give in exchange to Benjamin Parker Jr. Range A for the said Road from the head of his land to the salt water.

JOEL CHANDLER	JACOB JOHNSON
BENJAMIN WAITE	THOMAS HASKELL
AMBROSE TALBOT JR	JOSHUA MITCHELL
AMBROSE TALBOT 4TH	AMOS CARVER
EZRA CURTIS	JOHN WEBSTER
WILLIAM SOULE	THOMAS SYLVESTER"
JOHN SOULE JR.	

The Prout's Gore schoolhouse was sold recently and moved away from its former site. The building stood a few hundred yards from the Ward Town road on that leading to the Gore. The structure was old, but whether it was that erected in accordance with the following petition, we do not know:

"We the signers hereof Request to be set off into a Separate School District by our Selves for the purpose of having it convenient for our Children to atend instructions and to build us a School house by the old County Road where Range E intersects Sd. old County Road near Henchman Sylvester and in so doing you will oblige yours to serve

To the Select Men

James Curtis 1799"

From an old newspaper clipping we learn that Ezra Jordan came here in 1776 with wife Phoebe and two children, Abigail and William, and built a log cabin "on a hill a few steps from the present site" of the David Townsend farm. The cellar was a mere hollow in the ground and was plainly visible up to some years ago. These two children traversed two miles through the woods to attend school in a little hut near where Olman Collins lived in South Durham. Each day the pioneer mother, armed with a gun, accompanied her children to school, re-



turning for them at night. Roads were unknown and the way was mapped out by the means of spotted (blazed) trees. The farmhouse was the fourth building to be erected on the premises and also the first house, since the coming of Ezra Jordan, the other three having been cabins.

Flying Point, because of its accessibility from the bay, was settled early in the history of old North Yarmouth, of which Freeport was then a part. Haines, Dummer and others are given credit for being the first settlers, but the Indian wars wiped out most of the traces of their occupation. Where they put up their log houses and what land they cleared we cannot say for the years of desolation before the resettlement, beginning in 1722, probably rotted their cabins, if they had not already been destroyed by Indians, and made young forests of their clearings.

There is on the farm which includes the tip of the Point a cellar which is said to have been under the house built by James Anderson, the first of the name to settle here. The house had a good foundation and was probably built to replace the log cabin, which usually was the settler's first home. There is a possibility that some of the material of this house entered into the construction of another Anderson house on the property which is known as the Frank True farm. This second house stood near the present dwelling, which was built about seventy years ago by Nathan True. The older house probably was the home of Jane Means Anderson, one of the survivors of the Massacre of 1756 and in it was born her grandson Master George Anderson, the noted shipbuilder.

A short distance east of the house is a creek and at the head of it was an old rotted pine stump, which could still be seen about forty-five years ago. It was all that remained of a huge tree which the Andersons would never allow to be cut down. This was due to a circumstance wherein the tree helped to save one of the early members of the family from death by the Indians. In remembrance of this fact it was allowed to stand, untouched by ax, until it fell of itself, long after the trees around it had all been cleared away. The story is that Anderson was at work on his land one day when he saw a party of Indians approaching. They had not seen him but he knew well that if he attempted flight he could not escape them. This great pine close at hand was a last desperate chance and he took it, drawing

himself up and out of sight. At one point the branches grew thick and close together and into this natural cagelike formation he crawled and was securely hidden. The Indians drew near and for some reason stayed quite some time near the tree and its fearful occupant. When Anderson was convinced that it was safe to descend he found he could not do so, he was much too tightly wedged into his refuge to leave it. There he stayed until an anxious searching party heard his calls and finally succeeded in extricating him.

Two or three hundred yards to the north of the True house still stands an old house, long occupied by the Wilbur family, which no doubt was contemporary and is one of the oldest houses on the Point. Somewhere in the vicinity there was an old blacksmith shop. The blackened interior timbers of the ell of the former Wilbur, now Barker house, may be the frame of this shop moved here when it had outgrown its usefulness elsewhere.

Further north and across the little brook on the righthand side was a brickyard last operated by a Mr. Collins. From this yard, as from similar ones in Freeport, bricks were shipped to Boston and other cities, so that no doubt the soil of Freeport forms the substantial part of some of the buildings now standing there. The remains of a wharf are still visible. From this point the bricks were loaded and at high tide the schooner or sloop set sail with her cargo. It is said that the last cargo out never reached its destination. The small schooner on which it was loaded was sighted off Ipswich, Massachusetts, but never reached the Port of Boston. What happened can only be conjectured.

Mr. Collins bought a great deal of wood to burn his bricks. One morning he was seen pounding the pile of wood which some one had delivered the day before, with a heavy maul. When asked what he was doing he replied that no one bought so much air as he did and that he was trying to settle the pile before it was measured.

The Collins farm, now owned by Henry Nudd, was formerly owned by the Brewers, of whom Reuben Senior was contemporary with Jacob Anderson. The present house, it is said, was moved here perhaps in Mr. Collins' time. The original house was no doubt the garrison house, to which the Means family



should have gone to escape death. There is no record of the plan or materials of the garrison house, but if it was like that on Torrey's Hill it did not differ from other houses externally but was built with solid walls of hewn timber thick enough to stop the bullet of that day. There is no record or tradition that a hostile Indian ever fired at this stronghold but probably its presence averted some raids.

Beyond the Brewer property was that of Gideon Mann, who was evidently a two-fisted man, who had the reputation of killing a wolf with his bare hands. He was an early settler and is said to have been a Scotch Irishman.

The Dummer grant and the Dummer claim included most of the territory now known as Flying Point, including the section toward Bunganuc. The Dummer claim extended from Pine Point to Tobacco Point and far enough inland to total somewhat less than one thousand acres. This land was obtained by Richard Dummer from George Cleaves. The names of the two Points are now Flying Point and Little Flying Point.

Richard Dummer came to this country in 1635 and is named by Cotton Mather in *Magnalia Christi* as one of the colonial magistrates. He was interested in sheep and cattle and apparently settled in Newbury, Massachusetts, for in May, 1635, he and "divers other gentlemen in England" were granted a farm "about the falls of Newbury" to keep "all the sheep and cattle that came over in the dutch ship this year." He was probably connected with the so-called "Company of Herdsmen," that projected a settlement at Sagadahoc, as the Kennebec was formerly termed. Perhaps Flying Point was considered as being near enough to the Kennebec region called Sagadahoc to be a part of it. At any rate, Richard Dummer acquired land there and was reckoned an early inhabitant from 1660 to 1666, the reported year of his death.

His son, Jeremiah, was a goldsmith and silversmith, who had studied under Hull, the latter famous for minting the historic pine tree shillings for the Bay Colony. Jeremiah Dummer was a rich man and active in political life, so that when he claimed his father's land at Flying Point he received it without question. Then again he and some associates in 1685 were granted two hundred acres beyond Little Flying Point, toward Bunganuc, on which to settle a group driven from out the Ber-



mudas. They were called Eleutherians, from the island which had been their home. We can think of few sharper contrasts than that between life on an island in the Bahama group and that which must be endured during a Maine winter. It is not surprising that after planting a few acres to corn the Eleutherians gave up and went to less wintry climates, leaving Dummer and his associates in possession of a grant which was joined to North Yarmouth.

Jeremiah Dummer's grandson, Jeremiah Dummer Powell, who inherited his estate, was a leader in North Yarmouth at the time of the Revolution. Practically all of the Flying Point section, therefore, was at some time the property of the Dummer family, as probably would be shown by the original deeds.

A peculiar feature of the road on Flying Point Neck seventy-five years ago was that at the boundary of each farm there was either a gate or a set of bars, to be opened before one could go on. Care must be observed to close what had been opened before continuing, for otherwise livestock would stray. The obstructions were there because the road, in spite of a hundred years of use, had not been accepted by the town and was maintained by the owners of the properties to which they gave access.

Another feature was a box placed at the fork of the road from Freeport village. When any of the neighbors went to the village post office he gathered the mail belonging to those in the neighborhood and left it in this box. Each one was able to pick up his mail there, instead of waiting until he could get to the village. This was a crude beginning of rural delivery as it is carried on today.

As far as is known the earlier mills were located according to this old list:

“Tidal Sawmill, built on creek between Cousins River and  
Fogg's Point, 1753

Tide Mill at Porter's Landing

Tide Mill at Mast Landing

Sawmill at Mast Landing

Gristmill at mouth of Little River

Sawmill on Plummer property at North Freeport.”

The title “Desert of Maine” for some years has been applied to an area in the southwestern part of Freeport, once known

as the Tuttle farm. John Tuttle bought a tract of two hundred acres and farmed successfully for a number of years. At one time he specialized in potatoes, then seeding the ground to grass he turned his attention to sheep raising. Sheep eat grass down to the very roots and their sharp hoofs cut into the sod. It was due to this cause that a deposit of extremely fine sand was uncovered, which the wind drifted, forming dunes in some places and lowering the surface in others. By 1903, seventy-five acres were completely ruined for agriculture and since that date the area has been extended until high trees have been almost entirely buried and the effect is very like the great deserts of the world, although in miniature. About three hundred acres are now sanded and the area is increasing from year to year. The sand is remarkable for its fineness and presents veins of color, which make parts of the surface more attractive than that of the usual desert. Extremely fine sands have been found in other parts of the town, fifteen or twenty feet below the surface. These and the sands of the Desert of Maine may be part of some old lake bottom, long since buried and now coming to the surface through wind and erosions.

The Desert is operated as a commercial proposition and the steady stream of cars passing to it from the main highway attest that it is an unusual attraction. Each car which enters the parking space is provided with a long placard, which is attached to the bumper and carries the title "Desert of Maine." Automobiles thus placarded are common sights throughout New England. In fact, it has become so well known that the story is told of a Freeport man who was visiting in Quebec. When he complained of the dry summer in his home town he was asked if that was the reason it was called the "Desert of Maine."

In the separation from North Yarmouth, Freeport received these islands: Southworth's, Crab, Bustin's, Little Bustin's, Sow and Pigs, French's, Pettengill's, Williams, Sister and a number of small islands near the shore.

Crab Island is small and with the exception of a tree or two, is bare. It is owned by the estate of Admiral Peary, of arctic fame.

Bustin's has a large summer colony, with a hundred or more cottages. The affairs of the island are administered by representatives of the cottagers and a portion of the taxes assessed by

the town is returned to these representatives to defray the costs of maintaining streets and other necessary works. Through their association a community building, tennis courts and a nine-hole golf course are maintained. A steamer connecting with Portland makes daily stops here during the summer season and there is a ferry to South Freeport.

Pettengill's and Williams are unoccupied, although the latter has an area of fourteen acres.

Sow and Pigs or Kittywink, as it is sometimes called, and Sister have one cottage each.

The old Tobacco Point, now Little Flying Point, is owned by Professor Cushing of Bowdoin College, who has a cottage there. This point is an island at high tide, but connected with the mainland by a bridge, which is removed during the winter season.



## XXVIII

### *EARLY TRANSPORTATION*

EARLY settlers were greatly handicapped by difficulties of transportation. Overland they were limited to freighting upon the backs of horses, as they forced their way through the dense forest. Except where there were Indian trails the progress was attended with a great deal of difficulty and even these trails did not permit of two walking abreast, which rendered them of little assistance. Detours to avoid thickets, ravines and streams developed winding and difficult paths, in some cases the beginnings of the crooked highways which today cause the user to wonder why they were so laid out.

However, nature provided an easier, though often less direct means of communication in the bays and coves, which extended far enough into the land to save the traveler a mile or two of laborious penetration of the forest. That there were real obstacles to travel elsewhere is evident from the fact that the oldest houses and the sites of those which have been destroyed are near the water. Since the coastline of Freeport, due to coves and tidal rivers is very long, it is clear that there was room for a considerable number of settlers before available shore farms were entirely taken.

The many reefs and islands may have kept out the earlier navigators, but small vessels of later comers reached every cove and inlet, so that the settlers were in closer communication with Falmouth (now Portland) and with Massachusetts ports than were the people of any of the colonies who had gone a few miles inland.

It was many years before suitable roads made it possible to use wheeled vehicles in travel and these were strongly built and in many cases two-wheeled, like the "One Hoss Shay" of Holmes' poem, "which was built in such a logical way" and lasted "a hundred years and a day."

In 1785 mails were carried by post riders on horseback. Each man had saddle bags to protect the mail and was provided with a long tin horn, which was blown when approaching the place where mail was to be delivered. Postal rates were high, and remained so for years. As late as 1838 it cost the sender twenty-five cents' postage on a letter from Maine to Maryland. The

carrier also delivered newspapers, leaving them at houses along his route, first notifying of his approach by a loud blast of the tin horn. The very early mails were carried on foot, then on horseback and later in wheeled vehicles. The latter increased in size until there was room for an occasional passenger and thus we have the stage coach.

It may be well to dismiss from our minds all ideas relating to stage coaches, if these are based on the English variety or that shown in Wild West shows, for the coach used in Freeport before the advent of the railroad was like neither of these. The coach used to represent those of the West is known as the Concord and is a New England product, originating in Concord, New Hampshire. The rude cuts found in handbills advertising stage lines represent something different from the Concord Coach, which was hung on leather straps or thoroughbraces. Fifty years ago a number of these old Concord Coaches were used by Maine hotels to transport guests to and from the railway stations to the hostelries, but it seems hardly possible that any of this type was in use in Maine before the first railroad reached out from Portland to connect that city with the rest of the state.

At any rate there was a line of coaches passing through Freeport, which served until the railroad absorbed its business. Lacking a photograph of the vehicles or an actual specimen of any one of them, it is safe enough to say that they were made with some provision for sheltering their passengers from cold and storm and were drawn by at least one pair of horses. The route, it is not unlikely, was the county road from Yarmouth to Freeport Centre and thence up the Ward Town road, finally reaching Brunswick. Another route, according to the oldest inhabitants, was through Mast Landing and over Pleasant Hill. Frequent changes of horses had to be provided, and it may be that some of the taverns now pointed out were places where these changes were made and where incidentally food and drink, particularly the latter, were provided for the weary passenger.

It is granted that no one innovation has had such an evolutionizing influence as that of the steam engine, as applied to the locomotive. This is true in our own case as elsewhere, for the coming of the railroad found Freeport a collection of scattered



villages and settled the question of supremacy among them by choosing a route through the Centre Village and avoiding the others. This choice was due to the topography of the township, for the Centre was not then the most important part commercially, as it lacked industries, while Mast Landing had a grist-mill, a sawmill and a brickyard, South Freeport was the seaport and had shipyards and Porter's Landing was also a port, when Maine shipping was found in every ocean.

The Kennebec & Portland Railroad was incorporated in 1836 and united with the Bath & Portland Railroad Company in 1845. Work commenced in 1847. On July 4, 1849, as the track was laid from Yarmouth to Bath, a train of gravel cars, drawn by the locomotive "Kennebec," gave all who desired a free ride. It is told that one Freeport man walked to Bath in order to participate in the first trip. Although the Company was not equipped to meet the passenger requirements of those primitive days of railroading, regular passenger service began the next day, July 5. At Yarmouth the passengers transferred to the Atlantic & St Lawrence Railroad, later the Grand Trunk, to complete the trip to Portland. Because of disagreements with the latter company, two years later the Kennebec & Portland extended its own line to Portland and became independent. For years the road ran but one passenger train a day each way. These trains had usually two passenger cars and a baggage car. There were also three freight trains each week. By 1874 there were four passenger trains of two to eight cars and two freight trains each way, daily.

The Kennebec & Portland Railroad was an ambitious undertaking for those days. Years ago it was swallowed up by the Maine Central, of which it became the nucleus. When all travel was by railroad, for the rails had put the stage coaches out of business, the Freeport station was a busy place at train-time and all local freight was handled in the freight house.

A newspaper clipping of 1904 gives us an idea of the volume of freight business done in the Freeport station:

"No attempt is made here to give shipments in total, only a few of the larger figures and kinds being mentioned. Hay, of course, is the principal growth shipped from here and is shipped mostly in 11 ton carloads. These



shipments were, beginning January 1903, for that month 26 carloads; for February, 16 carloads; March, 7 carloads; April, 17 carloads; May, 13 carloads; June, 15 carloads; July, 10 carloads; August, 7 carloads; September, 17 carloads; October, 23 carloads; November, 21. This hay brings an average of \$10 to \$12 a ton.

In the shipment of apples a large part are Baldwins and mostly go to Portland and thence to foreign cities. In Portland the rates are  $3\frac{1}{2}$  cents per 100 pounds; for Boston rates are  $9\frac{1}{2}$  cents per 100, there are 150 barrels to a car and 3 bushels to a barrel. From November 1 to January 1st 6 carloads of apples were shipped from Freeport.

Mr. Woodman, the lumber dealer, received some 8 or 10 carloads of building lumber, beside 5 or 6 cars of shingles during the year. Mr. Libby receives a great many carloads of logs and also some long lumber and ships away a deal of box shook, much of which goes to Boothbay for sardine boxes. He also does a big amount of manufacturing also for the home trade and expects to receive via freight about 200,000 logs in the rough this coming season.

The Eastern Stone Company sends away a lot of loaded cars which average about 18 tons per car. Their record from June 1903 to December 1903 is 31 carloads. This stone goes mostly in the rough to New York.

A rough estimate of the amount of leather shipped here to A. W. Shaw Company the past year was in the neighborhood of 475,000 pounds, while it is estimated that about 300,000 pairs of shoes were shipped away by them.

Davis Brothers is doing about \$100,000 worth of business and have received at a quick estimate about 50,000 pounds of leather and are sending away thousands of cases of shoes yearly.

Mr. J. C. Clark is receiving by freight an average of perhaps 7 carloads of grain, flour, etc. per month.

In the few weeks before Christmas this year 4 carloads of Christmas trees went from Freeport, via freight to New York. In this shipment were about 450 bundles of 2,000 trees to a car, while to the Philadelphia market went some 500 single trees of extra large size, as the last named market

calls for only large trees, while New York people prefer the small growth. Rates on lumber to Portland are 3 cents a hundred on stow, 2 cents per hundred in carloads, hay 4 cents and for any Boston & Maine port  $10\frac{1}{2}$  cents. The above shows that the outgoing freight receipts are about double those of freight sent in or from \$1,200 to \$2,000 for incoming freight and from \$5,000 to \$6,000 for outgoing freight per year's average.

The firms and goods named here are by no means all which ship and receive over the freight line to and from Freeport but are a partial estimate of some of the largest amounts for the year just closed."

Now the number of trains has been cut down and there is a decided lack of interest when the trains arrive. Possibly in time the railroad will yield to more modern conveyors, as in the past the stage coach did. Since the Maine Central has entered both air and bus fields there is no question of its being driven from business as a corporation, since it owns its principal rivals.

Freeport entered the electric railroad stage of its history in 1902, when Amos Gerald, a Fairfield man, began a line to connect the existing Yarmouth to Portland road with Brunswick. This new railroad entered Freeport limits where the East Branch of the Cousins River crosses the main highway, followed the road to South Freeport and then came back to what is now the cement highway known as United States Number 1 and thence to Freeport centre. From the latter place it followed the same Number 1 to Brunswick. The power house and car barn were near the Maine Central overpass. To meet a later phase of transportation these buildings in 1939 house the Car Barn Garage. What the next phase will be and what part these buildings will play in it only the future can tell.

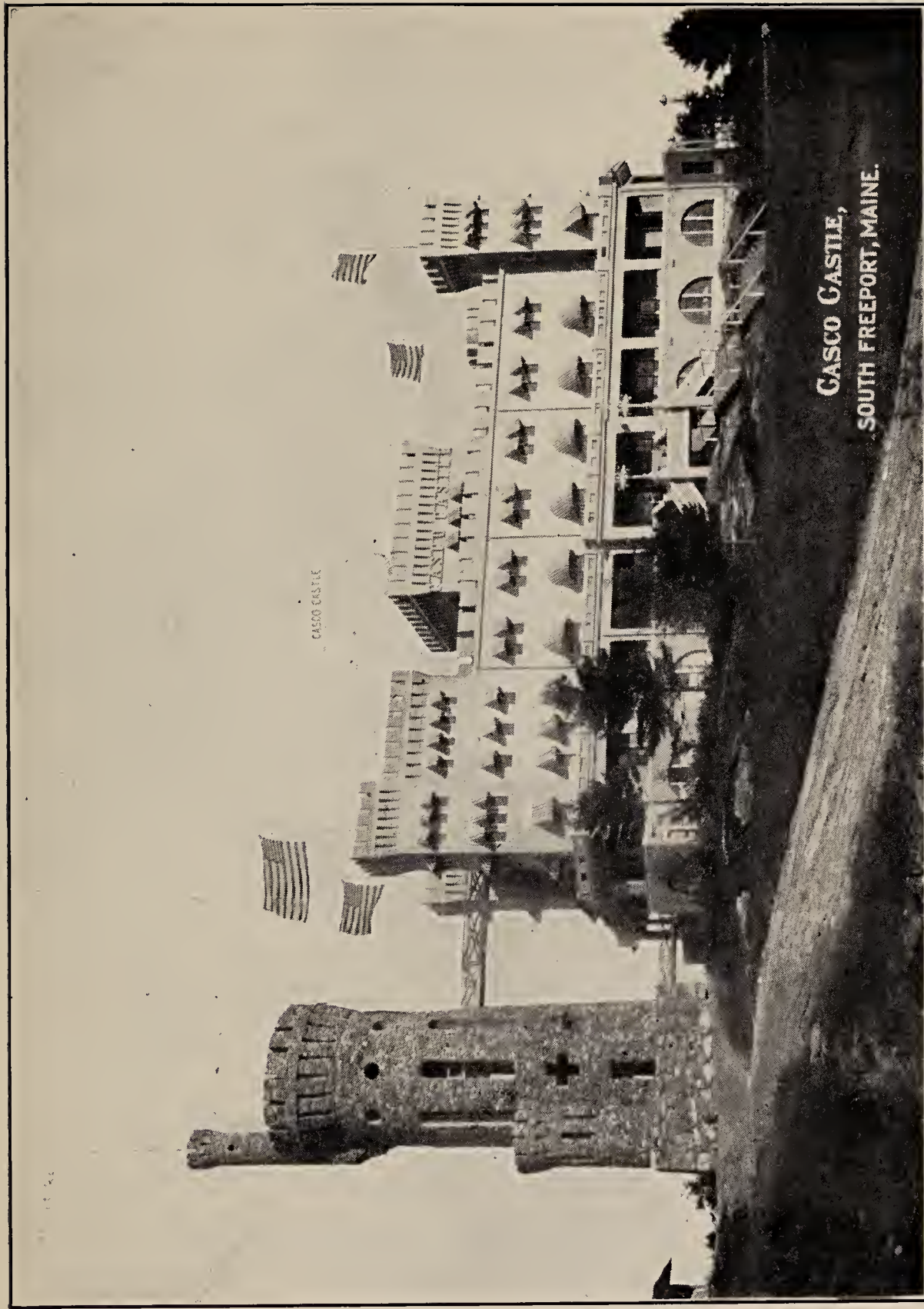
A summer hotel, known as Casco Castle, was erected by the railroad company at South Freeport. This did a flourishing business for some years but was finally destroyed by fire, leaving a tower, which had been a prominent part of the structure, as the sole monument to the project. Passenger service began July 23, 1902, between the Castle and Brunswick and by August 15 of the same year the entire route was operated. At first the railroad was well patronized and a number of local men were



employed, but little by little the automobile took away the passengers until the road became unprofitable and was abandoned in 1927. Even in that year a great portion of the network of electric lines covering the nation had been abandoned and now within twelve years of the closing of the Freeport line, one can hardly realize that once a passenger could travel from Freeport as far east as Benton Falls. He could also go as far west as New York, with indefinite connections beyond that city, using no other means of transportation than electric interurbans. This must have been a fine way to view the country, though such progress would now be considered slow as compared with the speed of the automobile. Of course, the era of the electric car, with trolley and fixed track has not entirely passed in 1939. Since it began in the 1880's this period has lasted fifty years or more, but it is surely drawing to an end.

Those whose recollections cover the World War remember the jitney bus. At first a slang term applied to a five-cent coin, the word was transferred to the forerunner of today's bus. These vehicles were improvised from the chassis of a car or truck bearing a body, usually homemade, in which passengers could ride more or less comfortably upon payment of a nickel fare. At first there were no laws to apply to this new form of transportation, so competition ran wild. Jitneys competed with each other and with electric lines, in some cases starting the latter on that decline which a little later became country-wide. Soon laws were passed to regulate and curb competition with existing means of transportation. Therefore, the jitney or bus was a small factor in Freeport until abandonment of the electric line opened the field. For some time after privately owned buses maintained a more or less irregular service to Brunswick and Yarmouth. As the Portland line still ran its cars to the latter town this gave connection with Portland. After a time the Yarmouth-Portland line also was discontinued and the Maine Central Railroad obtained the franchise to run local buses to Yarmouth and to provide for local traffic on its Boston to Rockland buses. Beside the Maine Central there are in 1939 several lines which take passengers to out of state points, but these are not allowed to carry local traffic. Today the bus appears to be the dominant means of transportation and bids fair to be so for some time to come.





*Casco Castle*



Oldest of all transportation was by water. Scows, sloops, schooners, brigs, barks, brigantines, ships and the whole list of sailing craft have been used to put Freeport in communication with the rest of the country and the entire world. The first coast steamer appeared in Portland in 1823 and the next year steamer service was extended to the Kennebec River. It is reported that Captain Seward Porter, in 1822, placed an engine in a flat-bottomed boat, which ran to North Yarmouth, as it was then, and various points in Casco Bay. As the Porters were Freeport people, this town may have been included in its itinerary. The owner named the craft the *Kennebec*, but people along the bay called it the "Horned Hog."



## XXIX

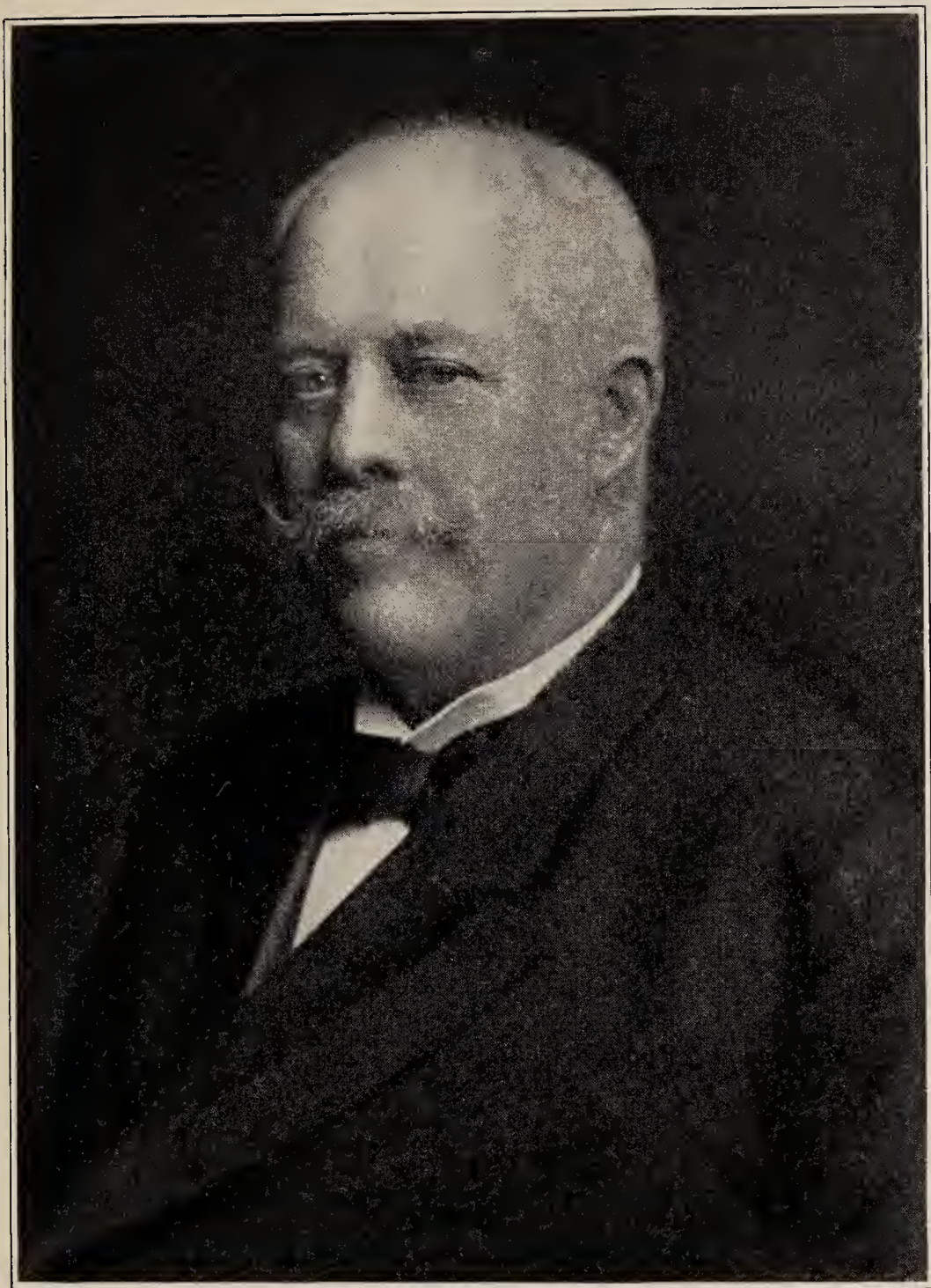
### EDMUND B. MALLET

OFTEN men tell what they would do for the home town if they had the means, but rarely does this helpful spirit survive when the opportunity is at hand. But the exception which proves the rule has been found, for the greater part of Freeport's industry and development are due to one man, who was driving a coal cart when news of his legacy arrived and was obliged to borrow his fare to New York, in order to put in his claim.

This man, Edmund B. Mallet, was born September 3, 1853, on board the ship *Devonshire*, son of her captain, Edmund B. Mallet, in the English channel. When he was thirty-one great good fortune fell to his lot when he inherited about \$340,000. He moved from Pownal to Freeport and with the idea of starting some industry, built a shoe factory which cost \$20,000. In obtaining the stone for the foundations his workmen came upon some unusually excellent granite, which lay in a sheet formation from three to eleven feet thick. All preliminary work was done at once and the quarry opened in 1886, which covered thirty-five acres, was one-half mile from the centre of Freeport, and employed thirty-five men. This stone was used in trimming the Kendall & Whitney block of Portland and the quarry supplied all granite used for the Maine General Hospital extension. Large contracts for the City of Portland and Cincinnati, Ohio, were also filled and at one time there were 150,000 paving blocks on hand. One huge slab of stone measured forty-four feet in length by twenty feet in width and nine feet six inches in depth, another seventy-five feet in length by fifteen and one-half feet in width and six feet thick.

Probably the success of this business was the reason for a second quarry, which was opened in 1889 and covered eleven and one-half acres at Mallet's Station, then somewhat over a mile from town on the Maine Central Railroad line. Both quarries were under the management of Stephen W. Reed.

The stone manufactory, where the granite was worked and polished, was in a building one hundred and ninety-eight by twenty-two feet, with an engine room of thirty by thirty feet, in which was a thirty horse-power boiler and engine, the water



*Edmund B. Mallet*





for which was supplied from a nearby artesian well, two hundred ninety-five feet deep. The blacksmith shop was seventeen by twenty-two feet and of the same dimensions was the room for marble work. Foreign and American marble were worked in as well as granite, but the latter was used largely for cemetery memorials, not only in Maine but in other states as well, more particularly Michigan, Indiana and Wisconsin. Other stonework included bases, shafts, sarcophagi, plinths, dies and caps. Of this industry George C. Lovell was superintendent and twice a year took a business trip through the south. In 1889 one hundred men, twelve horses and six oxen were required to carry on this industry.

Mr. Mallet's interests were wide and varied. Realizing that there was need of a gristmill, he built one at a cost of \$12,000 or \$15,000 and outfitted it with the best machinery then obtainable. Nearby he put up a sawmill for both sawing and planing and between these two mills, a brick boiler and engine house was erected to supply the motive power. The housing problem of his two hundred and fifty employees was met by putting up six cottages and three double tenement houses. He also owned and operated a brickyard and installed a waterworks system for the town.

Another undertaking was that of a business block on Main Street, one hundred feet by seventy-four feet, for a wholesale and retail general store, having a plate glass front and heated by steam. The first floor, used for dry and fancy goods was one hundred by thirty-eight feet, while the grocery and provision department was ten by thirty-six feet. E. S. Soule was manager of the dry goods and W. A. Davis of the grocery, provision and general merchandise section. W. H. Soule was bookkeeper and paymaster. Of all Mr. Mallet's undertakings Ernest E. Pinkham was general manager and confidential secretary. It has been said by one who is a competent judge of merchandising, that this store was the best to be found east of Boston.

Among his real estate holdings was a section about one and one-half miles long, made up of the Pettengill and Aldrich farms on Wolf's Neck. Here he built a substantial wharf of granite, in anticipation of the summer hotel it was his intention to erect at a later date. This, however, was never accomplished.

His philanthropic nature prompted him at one time to ask for an increased valuation on his own property, which would tend to reduce the taxes of others less fortunate. Also for the benefit of the town he gave a lease of his shoe factory to Shaw, Goding & Company of Portland. None of his Freeport business ventures were undertaken with the idea of personal gain but to give work to his fellow townsmen. His investments outside the town, however, were disastrous and eventually undermined his fortune.

Mr. Mallet was married in 1877 and had five sons. He was town treasurer for two years and a member of the Board of Selectmen for many years. In 1885, 1887 and 1889 he represented Freeport in the House of Representatives and in 1891 and 1893 he was state senator for Cumberland County.

Interested in fraternal orders he was at one time Master of the Maine Grand Lodge of Masons and for a number of years maintained a hospital bed for the sick of the Masonic Order.

The shoe factory, which Mr. Mallet built, is still the largest of the factories in town, the buildings on Mill Street which housed his mills and office are standing and in use. The stone business and the brickyard are gone, but the houses on Dennison Avenue and Oak Street serve as homes today and the water system is still adequate and supplying the town.

Those who remember Mr. Mallet speak in praise of him as having been a benefactor, who made Freeport the town that it is today.

## XXX

### *SOME SHORT BIOGRAPHIES*

FOR forty-five years Nathan Nye conducted a general store in Freeport centre, either alone or in partnership. He came to this town from Massachusetts in 1803 and died here in 1870, at the age of ninety. For a number of years he was town treasurer and at one time represented the town in the state legislature. After 1825 the firm name was Nye & Harrington and finally N. & J. A. Nye.

Mr. Nye's sister, Deborah, married Joseph Porter, of Porter's Landing, one of the eleven brothers whose activities in shipping and merchandising made them well known throughout the country.

Samuel Holbrook was a graduate of Yale and came to Freeport from Connecticut in 1808, as partner in the firm of Holbrook & Fowler. Remaining here but four years he returned in 1830 and was senior partner of Holbrook & Gore until 1836, when he retired in favor of his son, Samuel Appleton Holbrook.

The latter combined his business interests with those of local and state politics, serving as treasurer of the town and member of the state House of Representatives and Senate. He laid out the park where the soldiers' monument and town hall are now. He also gave liberally for the new High School when it was instituted. Mr. Holbrook lived in the large old house beside Willis Libby's filling station on Main Street.

The genius of one of Freeport's sons revolutionized the watchmaking industry and made it possible for rich and poor alike to own accurate timepieces. Before his time foreign and American watches, made by hand, were costly and difficult to repair. To Aaron L. Dennison, who died in England around 1895, is given the credit of beginning the mass production of watches in what has since become the Waltham Watch Factory.

Mr. Dennison was a native of Freeport and a member of that family whose ancestor was an early settler at Mast Landing. One authority gives it that he was born March 12, 1845, while another sets the year of his birth as being 1814. This latter date must be the correct one, for he was in Waltham, Massachusetts,



in 1856. In early years the Waltham factory produced eight watches daily, the total product of its seventy-five employees, while in 1904 eight thousand timepieces were made every day.

Among the older people of Freeport few of the departed citizens are as well remembered as Edwin C. Townsend. Born here in 1834 his mentality and physique so developed that he became in his young manhood that individual whom all school committees sought, often unsuccessfully: A school teacher who could outrough the burly farm boys who attended winter terms of school and make them learn the subjects which he taught. It is said that Mr. Townsend taught sixty terms of school in various parts of Cumberland County, but that was a small part of what he did, for he was town clerk, selectman, county commissioner, trial justice and civil engineer. His professions and offices brought him into close contact with the people of the county and town, with whom his originality and kindness made for popularity.

Mr. Townsend's home was in the old village of Mast Landing, but his active duties of later life were in the Square where he maintained his office as surveyor and justice.

One of the best known merchants of post civil war days was William A. Davis. His partnership with William Gore links him with the older days when the firm name was Holbrook & Gore. When Edmund B. Mallet bought the business Mr. Davis remained as one of the managers. After Mr. Mallet closed out Mr. Davis formed a partnership with Stephen Mitchell, under the name of W. A. Davis & Co.

A tale has come down to us of the time when Mr. Davis was town treasurer. In those days the state paid a bounty of \$1.00 on each seal's nose and this payment was made through the town treasurer. One day two Indians came to Mr. Davis with two hundred and five of these noses, which they said had come from the vicinity of islands not belonging to Freeport. When payment was refused, the Indians changed their story and said that the seals had been killed about French's and Bustin's Islands. This change of story appeared suspicious to Mr. Davis and he at once consulted experts on the matter. The latter decided that the noses in question were not as nature had made them but had been manufactured from those parts of the seals' bodies whereon bristles grew. The making of artificial seal

noses must have been quite a paying industry for the Indians about that time, for it is said that other towns paid heavy bounties that year, probably because their treasurers were not so keen as Mr. Davis.

Henry Lyman Koopman was born in Freeport, July 1, 1860, in the first house on the righthand side of the Ward Town road after leaving United States Highway 1. This house, built in 1799, has been remodeled inside and is now owned by Harry Noble.

Mr. Koopman was one of three to graduate in the first class of Freeport High School, 1876, and entered Colby University, now Colby College, that fall, graduating in the class of 1880. From 1880 to 1891 he was connected with the libraries of Cornell, Columbia, Rutgers and the University of Vermont. In 1892 and 1893 he was at Harvard University, earning his Master's degree and then for thirty-seven years was librarian of Brown University. Upon retirement he became editorial writer for *The Providence Journal* until his death, December 27, 1938. Mr. Koopman left a number of published volumes of prose and poetry. Some of his poems were written for and read at public happenings in Freeport, two of which are quoted in this book.

Of William H. Stockbridge, who was killed by a train at Freeport Station in February, 1903, it was said by W. R. Chapman, of the Maine Musical Festivals, that he was one of the very best musicians that Maine has ever produced. Mr. Stockbridge was soloist, conductor and teacher, in which capacity he is said to have excelled and maintained a studio in Portland.

Edward Clarence Plummer, a native of Freeport, at his death in 1932 left a \$5,000 Educational Trust Fund to Freeport High School for the encouragement of scholarship. Mr. Plummer was born here November 23, 1863, and although he lived only a few years in Freeport, he never lost his interest in the town where four generations of his family had lived. Like the men of many of Freeport's families, his father and grandfather were ship carpenters and during his boyhood in Yarmouth he saw the last of wooden shipbuilding in this vicinity. Quite naturally then as a man he was interested in shipping and became Vice-Chairman of the Shipping Board, in which capacity he did his utmost to revive our moribund commerce.



The first of the Freeport Plummers, Jeremiah, came from Portland. His son, also Jeremiah, built among others the brig *Shamrock*, just where is not known. Mr. Plummer says of this second Jeremiah (his grandfather), that he was like some of those men pictured by Elijah Kellogg, a natural mechanic and a workman skilled in the use of all kinds of tools. When in the 1850's he had acquired a competence and had seen his sons settled on their portions of the large farm which had come to the family as a section of the Brown family grant, he began to enjoy himself according to his own ideas. He built a large joiner's shop where he made carts, wheels and pungs, at times varying this with finer cabinetwork which he did for himself and his neighbors. In his blacksmith shop where he shod oxen and did the ordinary jobs of ironwork, he also had a turning lathe on which he made four poster beds. There was a small stream flowing through his pasture and upon it he built a little mill and equipped it with an up and down saw. With this outfit he sawed boards and material for picket and rail fences as well as carts and sleds.

When death caused Jeremiah Plummer to lay aside his tools his son, Solomon H. Plummer who was also the father of E. C. Plummer, went to live in the homestead and remained there until the problem of educating his six children arose. As the schools were better in Yarmouth than in Ward Town and the shipyards offered an opportunity for employment, Mr. Plummer moved his family to that place. While the rest of Edward C. Plummer's life was spent away from Freeport, he never lost interest in his native town.

Fifty or more years ago Rev. Daniel Lane was a prominent figure in the religious life of the town. A former pastor of the Congregational denomination and educator, the field of his life work was Iowa to which he and his wife went from Freeport when he was graduated from theological school. At the close of his active life he returned to Freeport and here made his home until the year of his death.

Keosauqua, Iowa, was the scene of his first pastorate which began in 1844 with a membership of five. Out of his salary of \$400 he contributed \$120 towards a church building and so inspired his parishioners that the building was erected and dedicated without debt.



In Freeport Rev. and Mrs. Lane are still remembered by the older people and especially by former neighbors at Porter's Landing where they lived. Mr. Lane died in 1889 and his wife a few years later.

## ORGANIZATIONS

THE G. W. Randall Post No. 98 G. A. R., was organized as the J. A. Fessenden Post on October 10, 1885, by Silas Adams of Waterville, as Assistant Adjutant-General, with twenty-two charter members, as follows: J. H. Banks, C. M. Chase, ——— Everett, G. W. Warren, P. W. Wing, T. J. Mann, J. D. Curtis, A. J. Soule, S. E. Cushing, Henry Green, Albion Allen, B. C. Allen, E. C. Banks, W. H. Stockbridge, B. F. Soule, Andrew Brackett, J. M. Bishop, Albert Ward, Albion Ward, G. M. Townsend and Eben Patterson.

In 1899 the name was changed to the present one in honor of Lieutenant-Colonel George W. Randall, the highest ranking officer from Freeport. Colonel Randall enlisted as a private in the 25th Maine Volunteers on September 8, 1862, and on the seventeenth was elected Captain of Company G of that regiment. He served with his regiment in Virginia until the expiration of its term of service and was mustered out at Portland on the eleventh of July, 1863. In August of that year he was authorized by Governor Coburn to raise a company for a new regiment, to be commanded by Colonel Francis Fessenden, and on the seventh of November he was again mustered into service as Captain of Company E, 30th Maine Regiment. He served with that regiment through all its engagements, participating in the Red River campaign and, at the battle of Pleasant Hill, Louisiana, was severely wounded. In June, 1864, he was promoted to Major and in July, 1865, was further promoted to the Lieutenant-Colonelcy and served in that capacity until mustered out. He was afterward breveted Major-General. He later took part in civil life as selectman, member of the legislature and of the Governor's Council, dying in Richmond, Virginia, in 1897.

Many of the Freeport men served in the 25th or 30th and some in both. The largest number of members in the Post was seventy-two, in 1903 there were forty-seven. By 1906 the membership had been reduced to thirty-five and 1939 there are but two veterans surviving in Freeport. Both of them are well along in the nineties.

The Post met the first and third Saturdays of each month in

quarters provided in the town hall, until lack of surviving members caused a cessation of activities. From the establishment of Decoration Day (now Memorial Day) by General Logan, the members decorated the graves of their comrades as long as they were able.

The Women's Relief Corps, formed in connection with the Post, is still active.

The monument which stands in the park on the Bow Street side of the town hall, honors the largest body of men which Freeport has contributed to any of the wars waged by this country since its beginning. This memorial commemorates the ideals for which they fought, even though none of their names are carved upon it. The statue is clothed in the uniform of the infantryman of that war and the cannon mounted before it may have been field guns assigned to one of the great armies, though their history has become lost. Originally these guns are said to have belonged to the Yarmouth Post of the G. A. R. The shells supplied by the government to accompany the cannon are of a different calibre, but were dangerous missiles when they represented the highest development of projectiles.

The committee appointed for the erection of this monument was made up of Otis L. Coffin, L. D. Huntress and George A. Miller. Mr. Coffin is still active at his home at Porter's Landing and is often seen in the village, although ninety-six years old. The commander of the G. A. R. Post at the time of the dedication of the monument, Floris E. Gould, passed away during the winter of 1939. While one other veteran makes his home in Freeport, at least a part of the time, he did not enter the service from this town.

Dedication of the monument occurred on May 26, 1906, and shared space in the newspapers with the Bartol Library, which was dedicated the same day. G. W. Randall Post No. 98, G. A. R. under Post Commander Floris E. Gould, conducted the exercises and the orator of the day was General Joshua L. Chamberlain, one time President of Bowdoin College and Governor of Maine. It would be possible to quote from an abstract of the speech which General Chamberlain made that day, but the General himself meant so much more to the listening veterans than what he said, that it is not amiss to tell something of the man.



In 1862 he was appointed Lieutenant-Colonel of the 20th Maine Volunteers and so distinguished himself in action that he became Colonel. At Gettysburg he and the 20th Maine held the left of the line and captured Round Top. So important was the part which they played that the regiment received the personal and official thanks of brigade, division and corps commanders and Colonel Chamberlain was recommended for promotion to the rank of Brigadier-General. Although Colonel Chamberlain served as Brigadier, this recommendation was not acted upon until June 18, 1864, when at the close of an action in which he was severely wounded he was promoted upon the field by General Grant, an unprecedented act. In command of a division, he was in the last struggle at Appomattox and was delegated by General Grant to receive the formal surrender of Lee's army.

Even the Harraseeket Band which furnished music on the day of dedication was of Civil War origin, for it was founded by a veteran in 1867, as is told on another page.

A charter was granted the J. Arthur Stowell Post, No. 83, by the American Legion on January 16, 1920, with a charter membership of sixteen veterans of the World War. The name of the Post was given in honor of J. Arthur Stowell, who died at Xivery, in France, under circumstances which caused the award of a decoration by the French government.

We give the official statement: "Stowell, Arthur J. (Deceased), 69811, Private Headquarters Company, 103rd Infantry, 26th Division, French Croix de Guerre with gilt star, under Order No. 1145 'D' dated November 9, 1918, French Armies of the North and Northeast, with the following citation: 'He volunteered as litter bearer and displayed the greatest indifference to danger in giving aid to his comrades under a most violent bombardment. Was mortally wounded in accomplishing this mission.' "

J. Arthur Stowell was the son of Mr. and Mrs. John Stowell, of Freeport, and at the time of his enlistment was a student at Colby College, having fitted at Freeport High School. In the official records his name is incorrectly given as Arthur J. Stowell.

Since its foundation the Legion Post has taken on the duties of the G. A. R. in decorating and caring for not only their own comrades' graves but for those of the veterans of other wars as well.



*J. Arthur Stowell, for whom Legion Post is named*





The Freeport Park Association which held its first annual fair and exhibition in the fall of 1895, had its grounds on Pleasant Street, a short distance from Main Street on the lefthand side. Each year there was a display of farm products, fruit, vegetables and stock, also rugs, quilts, preserves, etc., for the best of which prizes were awarded. Interest in horse racing was quite general at that time and there were many excellent horses entered each year in the trotting events. The race track is still visible, although all buildings have disappeared. Shares in this Association were \$10.00 each, but in 1903 they were reduced to \$1.50. The following list of officers for that year and their titles, indicates the various attractions of the fair:

President, HARRY MERRILL  
Vice-President, F. S. SOULE  
Secretary, BENJAMIN COFFIN  
Treasurer, W. A. DAVIS  
Directors: HARRY MERRILL, S. H. FITTS,  
RALPH MERRILL, JOHN LUNT,  
H. L. COFFIN

*Division Superintendents*

Hall, G. A. MILLER, MRS. L. A. CHANDLER  
Grounds, HARRY MERRILL  
Horses, E. F. MORTON  
Stock, H. J. DAVIS  
Tickets, S. H. FITTS  
Grand Stand, RALPH MERRILL  
Marshal, H. L. COFFIN  
Track, E. H. MORTON

In 1905 The Freeport Agricultural Society was organized to take the place of the Freeport Park Association and the fair which was held was the eleventh in Freeport.

Freeport Lodge of Masons was chartered in 1816 by the Grand Lodge of Massachusetts and was separated from that jurisdiction when the Grand Lodge of Maine was chartered in 1820.

Many of the original members were master mariners, who from their foreign contacts no doubt learned to appreciate the value of membership. In fact, we learn that one local captain, Joseph Porter, received his degrees in Liverpool, England, in

1807. As the records of Freeport Lodge include his name, he probably changed his affiliations.

There was an unreasoning and unreasonable hostility to Masonry a hundred years ago, which caused many lodges to surrender their charters, but that of Freeport Lodge was retained and the members met and continued their organization. Fire, however, consumed both records and charter when their hall was destroyed in 1844, so that in 1847 it became necessary to obtain another charter and start anew.

The first meeting place was at Mast Landing in the ell of the large dwelling now standing between the bridges. Beside the hall on Main Street, burned in 1844, there were several other places where meetings were held up to 1874, when the Lodge built the present hall on the corner of Middle and Mechanic Streets. In his report for 1874 Deputy District Grand Master, James H. Hayes says of this hall: "that it compared favorably with any of its size in the State."

Harraseeket Grange Number 9 Patrons of Husbandry is the successor of the first Grange organized in Cumberland County. This Grange was chartered March 24, 1874, at North Freeport in a hall over the store of H. Ward & Brother, then located on the Ward Town road, beyond the Free Will Baptist Church. Four years later a change was made to the store building of David Townsend near the Durham line. Soon interest waned and the charter was turned back to the State Grange.

In 1901 the Grange was reorganized in Freeport village and for nearly twenty years met in the hall of the Knights of Pythias. Again attendance dropped and meetings for a few years were held at the residence of Past Master J. T. Griffin. About 1923 Harraseeket Grange moved back to Pythias Hall, where it still remains. Since that time the membership has approached three hundred and the Grange has experienced prosperity. Otis Coffin is the oldest member in Cumberland County Pomona.

The Freeport Woman's Club was organized September, 1922, as the Business and Professional Women's Club, reorganized under the title of Freeport Woman's Club September, 1926, and federated October, 1926. It has today a membership of about sixty.

The Club is divided into departments, one of which, the Village Improvement Department, has helped to build side-



walks, taken an active part in a street cleaning campaign and has made and maintains a park on Bow Street. The Service Department is a social service unit, while the Educational Department assists the schools by the giving of prizes, books or equipment. The Garden Department sponsors an annual "Cleanup Day" and as a part of its work has improved several places in the village with landscaping. Each year a flower show is held under its auspices in the rooms maintained by the Club. These quarters are sublet by the House Department, frequently at no charge when used for community betterment.

There is also a Chapter of the Order of the Eastern Star and a Lodge of the Knights of Pythias in Freeport.

Freeporters of years ago were musically inclined. When the Civil War was over one of the returned veterans, Henry Miller, organized a band of the following members: Henry Miller, Instructor, Henry Davis, Leader, Frank Davis, Ansel Davis, Will Davis, Harris Cushing, Dana Cushing, Henry Cushing, Ed Soule, E. S. Soule, George E. Soule, George A. Soule, John Kendall, Charles Chase, Benjamin Chandler, Jerry Talbot, Elroy Libby and Harlan Dennison, which was known as the Harraseeket Band.

A bandstand was built in front of the present Oxnard or Sylvester Block and frequent concerts were given. The band made a striking appearance in uniforms of blue frock coats, gold striped trousers and caps with white plumes. In the eighties features of political campaigns were torchlight parades with plenty of music.

A second band was organized under the leadership of Samuel Cushing in 1880, but both were disbanded in the late 1880's.

The Harraseeket Band was revived in 1906 with the following membership: H. E. Davis, G. A. Davis, J. F. Davis, B. F. Davis, Charles S. Davis, Henry Cushing, William Soule, Clarence Soule, Melvin Soule, Edward Griffin, Charles Chase, Charles Fisher, Herman Fisher, Fred Soule, Marshall Bond, Levi Patterson, Clifford Mitchell.

An early unit of the Freeport Fire Department was known as the Freeport Hook and Ladder Company. This Company appears to have contemplated disbanding in 1852, according to the following notice:



*“April 6, 1852*

Members of the Freeport Hook and Ladder Co. are requested to meet at their House in Freeport on Tuesday the 13th at 6 P.M. for the following:

- 1 To choose a chairman for said meeting.
- 2 To choose a clerk for said meeting.
- 3 To choose a committee to find and make an inventory of all property belonging to said Company.
- 4 To instruct said committee on any subject thought best.
- 5 To see if the Company will sell their house and all other property belonging to them.
- 6 To see if a committee will divide the money the proceeds of the sale of their property or take any other course to dispose of the same.

*Freeport, April 6, 1852*

SETH BAILEY, JR., Per Order.”

*RELIGION*

WE are told that the early settlers favored the Episcopal faith and since the charter granted to Sir Ferdinando Gorges and Captain John Mason stipulated that the Episcopal Church should be the state church of the Province of Maine it may be inferred that any receiving grants from them were probably of that faith.

William Morrill, a clergyman, was appointed to superintend the setting up of the established church, but was reported to be "ineffectual." Other clergymen served in the Province but the Indian wars drove them out and the power of Massachusetts, which obtained control in 1652, prevented further activity on the part of the Church of England.

Under Massachusetts law every town above a certain population must support a minister by taxation and provide a ministerial lot. In many towns, newly settled, a farm was also reserved to become the permanent property of the first settled pastor. The early pastors were usually graduates of Harvard or of English or Scotch universities. As a rule they were well fitted for the leading place which a minister occupied, since he was a town official. Usually they were Congregationalists, but some were Presbyterian.

Freeport shared in the ministrations of pastors of North Yarmouth until 1789, then supported her own by general taxation, until the admission of Maine to statehood did away with compulsory support. The Congregational church continued to tax its own membership for some years and even now the church uses the same form in the warrant for the parish meetings as the town does in that for town meetings. Before 1820 Baptists, Methodists and Universalists were living in Freeport and in some instances taxed for the support of a denomination with which they were not in sympathy.

However, the historian Williamson states that in Maine church membership was never a requisite of citizenship.

Congregational meetinghouses were built by the towns until after Maine became independent. It is said that the last was built about 1816 in Winslow, in the part locally termed "The Fort." The early meetinghouse in Freeport, built in 1774, was

also built by the town, but its successors in 1818 and 1895 were erected by the denomination. Adoption of the state constitution in 1820 automatically severed all connection between church and state, for that document favored neither creed nor color.

Reforms should begin in the church if there is fault there. Nowhere is that better illustrated than in the attitude of the Freeport Congregational church in the temperance cause. When the second minister of the church, Rev. Samuel Veazie, was installed on December 10, 1806, the visiting brothers were entertained according to the prevailing custom, which included satisfying hunger and thirst as well as providing lodgings for man and beast. There is a bill in existence rendered by Robert Kendall, which shows the cost and extent of that entertainment. It is as follows:

To 26 suppers	\$ 8-66
15 lodgings	1-88
23 breakfasts	7-66
crackers, cheese & cyder	6-25
31 dinners	15-50
14 lodgings	1-75
15 breakfasts	5-00
segars	3-50
To 16 horses to hay from Tues. to Wed.	\$24-00
4 horses Wed.	1-50
3½ bu. of Proender	7-00
18 pints wine	9-00
brandy	6-75
rum	3-50
gin	2-25
4 dozen bitters	2-00
	<hr/>
	\$106.20

From Monday night to Wednesday morning "mine host" charged \$106.20 for all forms of entertainment. The faithful horses received attention to the value of \$32.50, while the liquor and tobacco bill, not including "cyder," was \$27.00. Such was the custom and we do not presume to criticize.

However, twenty-seven years later the same church voted to



exclude from membership all who sold intoxicating liquors or used them, except as a medicine.

On February 14, 1789, Freeport was made a distinct parish by order of the Massachusetts authorities and December 21 of



*Congregational Church, 1889*

the same year the First Congregational church was organized. A part of the original members came from the church at North Yarmouth, so this old society might well be called the daughter of the North Yarmouth society.

The first pastor, Rev. Alfred Johnson, was installed December 21, 1789, and served about sixteen years. The second pastor, Rev. Samuel Veazie, served from 1806 to 1809. In the latter year while ill in bed on a winter night the house caught fire and although he was removed to safety did not survive the exposure. The records he had kept during his ministry were also destroyed in the fire.

During the pastorate of Rev. Enos Merrill, from 1816 to 1830, the original meetinghouse, said to have been built in 1774 and located in Yarmouth Street, near the old burying ground, was torn down with the intention of building again on the same spot. But in May, 1818, however, a new house was raised nearer the centre of the village. When just finished it was destroyed by fire and though much discouraged the parish began again to build. In September of the same year the frame of the second meetinghouse was raised and on February 25, 1819, this new building was finished. Prominent in carrying forward the work were the Porter families, for whom Porter's Landing was named.

When Rev. Ebenezer G. Parsons was pastor from 1837 to 1851, the membership reached at one time the number of two hundred and ninety-five, the largest in the history of the church.

In 1867 the church was closed for eight months for such extensive repairs that it was almost rebuilt and when finished there were dedicatory exercises, at which President Harris and Professor Packard of Bowdoin took part.

During April, 1894, the old church was burned in the fire which also destroyed a business block nearby. During the summer the parish worshipped in the town hall. The site of the present church was purchased of E. B. Mallet, Junior, for \$1,000, by the Building Committee, consisting of W. A. Davis, Chairman, J. P. Merrill, E. B. Grant, J. E. Davis and E. C. Brown. The contract was given to Jere Philbrook & Sons of Portland. The church cost \$6,797, exclusive of colored windows, pews and hardware. Work was started on the building in August, 1894. The main rooms seated three hundred in the pews and one hundred and fifty in the vestry, making a capacity of four hundred and fifty in these two rooms. The vestry at one side can be opened into the main room to form a large auditorium. Three side windows were presented by Mrs. C. A.



Kohler, of San Francisco, in memory of her mother and sisters, and also a cash subscription. Another window is a memorial to the Rev. P. B. Wing, pastor from 1879 to 1886. A window bearing the Christian Endeavor Society's monogram and motto was presented by that body, while other windows were given by Mr. W. A. Davis and Mr. E. S. Soule in memory of their mothers. The Ingraham Clock Company of Bristol gave a clock for the vestry and the Ladies' Circle, among other gifts donated the pulpit and carpet.

The pastors of this church have been Revs. Alfred Johnson, 1789-1805; Samuel Veazie, 1806-1809; Jozaniah Crosby, 1809; Reuben Nason, 1810-1815; Enos Merrill, 1816-1830; Seneca White, 1831; Cephas H. Kent, 1832-1836; Ebenezer G. Parsons, 1837-1851; Luther Conklin, 1851-1858; R. S. Kendall, 1858-1859; E. S. Palmer, 1861-1863; E. T. Sanborn, 1865-1870; John J. Bulfinch, 1870-1876; George Michael, 1876-1878; Preston B. Wing, 1879-1886; Charles W. Longren, 1887-1889; Wilbur Stowe, 1890-1892; Edwin C. Brown, 1892-1899; A. C. Furbush, 1900-1903; Silas M. Adams, 1903-1909; G. E. Woodman, 1909-1916; J. B. Carruthers, 1916-1921; J. W. Graham, 1921-1928; Dr. Phelps, 1928-1930; Henry Webb, 1930-1931; H. Emerson Akerley, 1931-1939.

During the seventies the Methodist Episcopal society of this town erected the meetinghouse now occupied by the Universalists, who purchased it in 1884. In 1867 the Yarmouth Methodists gave the Freeport Methodists their old church, which was taken down and moved here. This may be the building mentioned above.

In 1814 Freeport, North Yarmouth and Cumberland formed a circuit, with the Rev. Martin Reuter in charge and in 1833 Freeport and North Yarmouth were united under Rev. Cyrus Munger. Yarmouth and Freeport became a mission under Rev. S. M. Emerson but separated the next year.

An earlier church building was on the county road a short distance from Route 1. We are told that the interior was well finished in excellent wood and had high-backed pews. Nevertheless, outsiders called it "God's Barn." Parson Cobb, who was an able preacher, attracted audiences which filled the building. He also preached in the schoolhouse in South Freeport whenever possible. After a time the church was aban-



doned and finally torn down when thieves began to steal the materials of which it was made.

The first movement looking toward the erection of a Baptist meetinghouse in Freeport was made in 1797. An old record book says that on the eighteenth day of September, 1797, at the house of Major James Rogers there was a meeting of the proprietors of the Baptist meetinghouse and it was voted to build a house fifty feet long and forty-five feet wide. A committee consisting of Messrs. Josiah Cummings, John Cushing and Nathan Wesson was appointed "to Hire laborers by the job, and purchase materials for building said meeting house and also to take a deed of the land in behalf of said proprietors to set said meeting house on."

However, it was not until a church had been organized that plans for the erection of a meetinghouse took definite shape and on November 4, 1807, another meeting of the "Proprietors of Baptist Meeting House," was held. They met this time at the home of Nathan Wesson, with Edmund Pratt as moderator and Nathan Wesson as clerk. At this meeting Nathan Wesson, Daniel Cummings and David Dennison were appointed a committee "to buy materials and hire laborers to build a meeting house for the Baptist proprietors." They were also empowered to "take a deed of James Rogers of the land we wish to buy of him, for the purpose of building a Baptist meeting house thereon and for the use of a burying ground and give him one of the pews in the meeting house when finished, which he shall choose for the land."

On December 3 they voted to build the house forty-five feet long and forty-four feet wide.

It appears that the first meetinghouse was built in 1808 and on July 24, 1809, it was voted to accept it of the building committee. Mention is made of a porch which was built on the front end of the house of sufficient size to allow for passages to the galleries, which extended around three sides of the audience room.

In 1861 extensive repairs were made, the galleries were removed, the windows changed and the porch enlarged, after which the building was rededicated during that fall. The congregation continued to worship in this building for thirty-five years, when it became necessary to either make thorough re-

pairs or erect a new building. During the early nineties the church lot was enlarged through the generosity of the heirs of Captain James Koopman and Mr. and Mrs. James Briggs, of Washington, D. C. During 1895, plans were drawn for the rebuilding of the old church and also for a new one. The plans for the new building were finally accepted on October 27, 1896, and on Sunday, November 1, 1896, the last services were held in the old church. On the fourteenth of October, 1897, the building was dedicated, the Rev. George C. Lorrimer, D.D., preached the dedicatory sermon.



*The First Baptist Church Built in Freeport*

It is related that previous to the building of the first structure in 1808 meetings were held from time to time in an old barn, situated near where the first meetinghouse was built. In this barn there was a hayloft where the singers perched themselves, while the audience joined in from their seats on the first floor, which consisted of boards of more or less uncertain widths, placed across boxes, logs or any other convenient support.

In those days it was considered as fitting and proper that when the good old minister made his annual calls his host should bring out the decanter and serve the man of God with



the best wine the house afforded. Also when the "raising" was held in 1808 the good ladies of the parish cooked and served a famous dinner in the old barn and the menu included wine. This was also true at the "raising" of the First Congregational church of Freeport, at about the same time, and in fact at all such times the custom was to serve liquors, not for hilarity but simply as a part of the program.

Seventeen people united to form the church in 1807 and the pastors beginning with that year, were: Revs. Silas Stearns, 1807-1810; Ebenezer Pinkham, 1810-1812; Daniel Mason, 1813-1817; Robert Mitchell, 1817-1820; Benjamin Titcomb, 1820-1827; Enoch Freeman, 1828-1829; Ferdinand Ellis, 1829; Isaac Smith, 1832-1837; J. W. Sargent, 1837-1839; John Butler, 1839; E. H. Gray, 1839-1844; E. W. Cressey, 1845-1846; Lyman Chase, 1848-1850; J. C. Morrell, 1850-1851; John Hubbard, 1851-1853; E. S. Fish, 1854-1860; John Rounds, 1860-1865; W. C. Barrows, 1866-1868; W. T. Sargent, 1870-1875; A. C. Herrick, 1875-1884; C. M. Emery, 1885-1887; J. B. Wilson, 1887-1891; George Merriman, 1892-1904; W. F. Sturtevant, 1904-1912; Fred A. Snow, 1912-1920; Clarence M. Fogg, 1920-1925; Carl D. Hazelton, 1926-1936; Stanley A. Bennett, 1936-1938; Clifford H. Taylor, 1938 to present.

The Universalist Church of Freeport is the second oldest church of this denomination in Maine, having been gathered January 18, 1805, as "The First Independent Religious Society of Freeport, Massachusetts."

A Universalist church building — also the second in the state — was erected by Joseph Lufkin and Solomon Dennison, both residing at Mast Landing, between Mast Landing and Freeport village, just beyond the residence of Louis E. Curtis. This church society was organized March 5, 1810, and dedicated by Rev. Hosea Ballou in 1811. The pastors were Rev. Thomas Barnes, who had formerly preached here, Rev. Jabez Woodman and Rev. Russell Streeter. This building was later taken down and removed to the village, where it burned in 1832. Another building was erected on Main Street on the lot where the residence of Norman A. Kilby is located. This building was burned in 1861, after which the organization ceased to exist.



Under the guidance of Rev. J. H. Little, of Brunswick, the Second Universalist Church parish was organized, January 10, 1884, in the Methodist meetinghouse on Main Street. This meetinghouse, originally a part of North Yarmouth Academy, Yarmouth, had been torn down and removed to Freeport by the Methodist Society.

The petitioners for the permanent organization of a parish were: Seth Bailey, Charles Field, George L. Bailey, W. F. Sweetser, James E. Cushing, Ansel K. Rogers and Amos Field. The parish at once purchased the Methodist property for \$1,000.

In 1887 an addition was made to the building at a cost of \$330. November 24, 1890, during the pastorate of Rev. C. L. Waite, the parish voted to remodel the building according to the plans and specifications obtained by Mr. Waite. The church was finished, furnished and dedicated June 25, 1897. The sermon was delivered by Rev. C. A. Hayden, the dedicatory service by Rev. W. W. Hooper and the address to the parish by Rev. Henry R. Rose. The dedication hymn was written by Mrs. Fanny Chase Hyde:

*Our Father and our God,  
Wilt Thou not meet us here?  
Come very near, we ask of Thee,  
And lend the listening ear.*

*We dedicate to Thee  
This Church, 'tis Thine, O Lord,  
Fill it with peace, and love and joy,  
And make it Thine abode.*

*As Thou did'st bless this Church  
In days that are no more,  
That Thou will grant Thy blessing still,  
Thy Children now implore.*

*Make this a sacred place;  
Fix all our thoughts above;  
May Thy pure spirit from on high,  
Send faith and hope and love.*

*Faith to the doubting heart,  
Hope to the downcast soul,  
And love, the beacon light of all,  
To sanctify the whole.*

*Then let us fill this house  
With Thine own spirit, Lord,  
With faith, and hope, and love, and joy,  
And meet for Thine abode.*

A church was organized by Rev. Herbert F. Moulton, pastor of the First Universalist Church of Biddeford, Maine, August 7, 1897, with the following members: George Henry Jordan, Mrs. Elizabeth Jordan, Mrs. Ida Ward, Mrs. Evelena Cushing, Mrs. Lucy Sylvester, Mrs. Mabel Tuttle, Mrs. Sarah Munro, Mrs. Lucy S. Stanwood, Hattie M. Weston and Grace M. Rogers. On August 29, 1897, Mrs. Charlotte Anderson and David Ward were received as members and John R. Weston by letter.

The following have served as pastors: Rev. Julian S. Cutler, Rev. L. S. Crosley, 1885, Rev. C. E. Rice, Rev. C. L. Waite, Nov. 14, 1889–Sept. 24, 1895; O. Howard Perkins, summers 1897 and 1900; Rev. C. F. Andrews, Oct. 31, 1897–Nov. 1, 1899; Dr. H. S. Whitman, 1900–Oct. 1903; Rev. Caroline E. Angell, 1905–June 1, 1913; Rev. E. C. Downey, Nov. 23, 1913–Sept. 27, 1914; Rev. Otto S. Raspe, Feb. 7, 1915–Jan. 30, 1921; Rev. Harry F. Shook, Oct. 1921–July, 1922. There were no settled pastors from 1922–1928. Rev. J. H. Little of Bethel, Rev. C. L. Eaton of Yarmouth, Dr. J. F. Albion of Brunswick and Rev. George W. Scudder of Bath supplied for one or more Sundays. Rev. George W. Scudder, Nov. 25, 1928–June 1, 1934; Rev. George H. Thorburn, Jr., Sept. 1936–March, 1938; Rev. William Dawes Veazie of Portland, Church of the Messiah, March, 1938, to the present.

The Free Will Baptist Church at Ward Town, or North Freeport, was organized June 28, 1842, under the name of the Freeport and Brunswick Church, by Elders Nathaniel Purrington, E. G. Eaton, and Ira Ridlon. The meetinghouse was dedicated January 13, 1843 and the parish was organized the same year.

Rev. Ephraim Purrington preached here for several years.

Other old-school preachers were: Revs. Nathaniel Bard, Joseph Hutchinson, Almon Libby and A. B. Sherwood. Rev. John W. Lowden, a Bates College student, preached here much of the time while in college. The church was remodeled during his pastorate. Other preachers were Revs. A. S. Prescott, J. E. Prescott and Rev. Mr. Roberts. This church has been supplied by the pastors of surrounding churches much of the time. Services are infrequently held during the summer months.

About the latter part of the year 1854 the people of South Freeport (then Strout's Point), considered the necessity for a church. Consequently several met in the old schoolhouse on February 23, 1855, to take up the matter of erecting a meetinghouse. Three committees were appointed, one to propose a suitable plan for the house, another to select a suitable location for it and the third to purchase the necessary lumber. After which they adjourned for a week.

Immediately after this meeting the Freeport South Church Society was organized, with the following members: Ambrose Curtis, Charles Bliss, Stephen D. Osgood, Emery Brewer, John G. Scott, Albert Waitt, Enos Soule, Gershom Bliss, Daniel Small, Samuel Bliss, Jeremiah Talbot, Samuel Osgood, Joshua Waitt, Washington Soule, William Chase, George Randall, Enoch Talbot, Horace Brewer, Silas Osgood and Benjamin G. Dennison.

On August 14, 1856, the new meetinghouse was dedicated and on the following Sunday Rev. John S. C. Abbott of Brunswick preached the first sermon. He supplied the pulpit for several weeks thereafter and for a time Rev. John Wilde preached, as the church was not organized at that time. Early in the spring of 1857 arrangements were made and on July 7 an ecclesiastical council was held at South Freeport. As a result a new Congregational church was then organized and various requests were considered for dismissal from the Freeport Congregational church and admission to membership in the new organization. Public services were held with Rev. Mr. Abbott still acting pastor.

The church building caught fire from overheated stoves March 16, 1884, and burned to the ground. Since there was no insurance this was a blow to the little congregation. However, work was soon commenced on a new building and on Sunday,



December 4 of the same year the new house of worship was dedicated. Rev. Mr. Burnham was at this time pastor and was now engaged for another year.

Rev. Mr. Burnham going to a church in Portland, a call was extended to Rev. Mr. Perry to become pastor on February 4, 1885. In November, 1889, Rev. Arthur Smith became pastor and October 16, 1898, having resigned he preached his farewell sermon. Rev. George H. Woodward of Princeton, Maine, preached his first sermon as pastor March 5, 1899. He resigned in 1905 and Rev. George H. Hall was appointed his successor. Since Rev. Hall's resignation in 1907 and up to 1911 the following have been pastors. Revs. J. C. Young, 1908-1909; P. E. Miller, 1910-1911; W. F. Lord and W. G. Mann were supplies until 1913, when the church shared pastors with the First Church. Again it became independent in 1929, with Dr. Lawrence Phelps as residing pastor. After Dr. Phelps's death in 1934, Rev. and Mrs. H. Emerson Akerley, of the First Church served until Rev. Akerley's resignation in 1939.

Interest in Christian Science in Freeport began previous to 1900 and informal meetings were held for a time in several homes.

On October 27, 1916, application was made by the clerk for a card in the Christian Science Journal, which was accepted and as all requirements had been approved, the Society became a branch of the Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

For some time services were held in Pythian Hall, then in the Universalist Church for several years. At the present time the Society is occupying a hall at 42 Main Street, opposite the Library, this being a more central location and giving the opportunity for the maintenance of a reading room.

The Catholic Mission at Freeport was started in 1910 by Rev. Joseph D. Quinn, then of Yarmouth. Services were held at the residence of Michael Hunter and at various places in the village until 1931, when land at the corner of Main and School Streets was purchased and a church erected in the rear of the lot fronting on School Street.

# XXXIII

## CIVIC AND MILITARY DATA

### *Board of Selectmen*

- 1789 Joseph Staple, James Curtis, Col. George Rogers, William Brown
- 1790 Joseph Staple, James Curtis, Thomas Means
- 1791 Joseph Staple, John Cushing, David Dennison
- 1792 John Cushing, Joseph Staple, Capt. Greenfield Pote
- 1793 John Cushing, James Curtis, John Stockbridge
- 1794 John Cushing, James Curtis, John Stockbridge
- 1795 Joseph Staple, John Cushing, Col. George Rogers
- 1796 John Cushing, James Curtis, John Stockbridge
- 1797 James Curtis, Noah Burrell, James Rogers
- 1798 James Curtis, Noah Burrell, Barton Sylvester
- 1799 John Cushing, Joseph Staple, William Pote
- 1800 John Cushing, William Pote, James Curtis
- 1801 John Cushing, Joseph Staple, James Curtis
- 1802 John Cushing, James Curtis, William Pote
- 1803 John Cushing, James Curtis, William Pote
- 1804 John Cushing, Joseph Staple, John A. Hyde
- 1805 J. Cushing, Joseph Staple, Wm. Pote
- 1806 J. Cushing, Cornelious Dillingham, Edmund Pratt
- 1807 J. Cushing, C. Dillingham, Thos. Bicknell
- 1808 J. Cushing, Edmund Pratt, Moses Soule
- 1809 B. Sylvester, Moses Soule, Nathan Wesson
- 1810 N. Wesson, Henchman Sylvester, Micah Stockbridge
- 1811 N. Wesson, T. Bicknell, Thos. M. White
- 1812 N. Wesson, B. Sylvester, Joseph Lufkin
- 1813 N. Wesson, B. Sylvester, Samuel Hyde
- 1814 B. Sylvester, Moses Soule, Jr., John Webster
- 1815 B. Sylvester, Wm. Pote, John Webster
- 1816 Wm. Pote, C. Dillingham, Edward Pratt
- 1817 Wm. Pote, C. Dillingham, Moses Soule
- 1818 E. Pratt, C. Dillingham, Wm. Pote
- 1819 Cornelious Dillingham, Wm. True, J. W. Mitchell
- 1820 C. Dillingham, Ansyl Clark, Daniel Brown, Jr.
- 1821 Edmond Pratt, Daniel Brown, Jr., Joseph Dennison
- 1822 Wm. True, Daniel Brown, Jr., John Townsend
- 1823 Ansyl Clark, Samuel Porter, J. W. Mitchell
- 1824 Samuel Porter, C. Dillingham, Simeon Pratt
- 1825 Edmond Pratt, Ammi Dennison, Simeon Pratt
- 1826 Edmond Pratt, Ammi Dennison, Simeon Pratt
- 1827 Simeon Pratt, Edmond Pratt, Seth Bailey, Jr.
- 1828 S. Pratt, Seth Bailey, Jr., Joseph Mitchell
- 1829 S. Pratt, E. Pratt, Thomas Means



- 1830 S. Pratt, Rufus Soule, Seth Bailey, Jr.
- 1831 E. Pratt, S. Pratt, Thomas Means
- 1832 S. Pratt, Thomas Means, Seth Bailey, Jr.
- 1833 S. Pratt, S. Bailey, Jr., Joseph Dennison
- 1834 Josiah Mitchell, Simeon Pratt, Joel Kelsey
- 1835 Simeon Pratt, Seth Bailey, Jr., Thomas Means
- 1836 Simeon Pratt, Seth Bailey, Jr., Thomas Means
- 1837 S. Bailey, Jr., S. Pratt, Joseph Dennison
- 1838 Ebenezer Wells, Thos. Means, Enoch Pratt
- 1839 Ebenezer Wells, Enoch Pratt, Theodore Curtis
- 1840 Enoch Pratt, Simeon Pratt, Solomon True
- 1841 E. Wells, Simeon Pratt, Seth Bailey, Jr.
- 1842 J. W. Mitchell, Seth Bailey, Jr., T. R. Dillingham
- 1843 E. Pratt, T. Curtis, Nat'l Josselyn
- 1844 E. Pratt, T. Curtis, Nat'l Josselyn
- 1845 1846-47 T. Curtis, N. Josselyn, Simeon Pratt
- 1848 Simeon Pratt, N. Josselyn, Richard Merrill
- 1849 T. Curtis, A. H. Wade, S. Pratt
- 1850 A. H. Wade, S. Pratt, Ammi R. Mitchell
- 1851 A. R. Mitchell, N. Josselyn, Micah Stockbridge
- 1852 A. R. Mitchell, E. A. Hyde, William Gregg
- 1853 S. Pratt, N. Josselyn, Ambrose Pratt
- 1854 M. Stockbridge, Charles Waite, Nathan O. True
- 1855 Wm. Gregg, N. O. True, A. Pratt
- 1856 M. Stockbridge, N. O. True, Joshua Soule
- 1857 M. Stockbridge, N. O. True, Joshua Soule
- 1858 M. Stockbridge, N. Josselyn, David Grant 3d
- 1859 M. Stockbridge, N. O. True, Henry C. Brewer
- 1860 S. Pratt, N. Josselyn, Geo. W. Randall
- 1861 S. Pratt, G. W. Randall, H. C. Brewer
- 1862 N. Josselyn, T. Curtis, Daniel Brewer
- 1863 1864-65 M. Stockbridge, N. O. True, Edward Pratt, Jr.
- 1866 M. Stockbridge, N. O. True, Geo. Brewer, Jr.
- 1867 Cushing Mitchell, David R. Hawkes, Isaac Mann
- 1868 C. Mitchell, R. Hawkes, C. H. Pettingill
- 1869 M. Stockbridge, D. R. Hawkes, Isaac Mann
- 1870 M. Stockbridge, E. C. Townsend, Isaac Mann
- 1871 M. Stockbridge, D. R. Hawkes, John Burr
- 1872 M. Stockbridge, R. B. Rogers, John Burr
- 1873 M. Stockbridge, John Burr, Geo. Aldrich
- 1874 John Burr, Geo. Aldrich, Thomas Ward
- 1875 M. Stockbridge, Thos. Ward, Horace Rogers
- 1876 John Burr, Edward S. Soule, Geo. W. Soule
- 1877 John Burr, Horace Rogers, J. C. Kendall
- 1878 John C. Kendall, Thos. J. Curtis, Isaac D. Byram
- 1879 J. C. Kendall, I. D. Byram, Benj. P. Soule
- 1880 J. C. Kendall, I. D. Byram, Benj. P. Soule



- 1881 John C. Kendall, Benj. P. Soule, Sidney Rogers
- 1882 John C. Kendall, Benj. P. Soule, Sidney Rogers
- 1883 Thomas J. Curtis, H. P. Dennison, George H. True
- 1884 John C. Kendall, George H. True, H. S. Talbot
- 1885 John C. Kendall, George H. True, H. S. Talbot
- 1886 John C. Kendall, H. S. Talbot, Joseph D. Curtis
- 1887 H. S. Talbot, Joseph D. Curtis, James H. Banks
- 1888 H. S. Talbot, J. D. Curtis, H. W. Chase
- 1889 George H. True, Joseph D. Curtis, Horace Rogers
- 1890 John C. Kendall, Joseph D. Curtis, Charles M. Chase
- 1891 Thomas J. Curtis, A. L. Josselyn, Charles M. Chase
- 1892 John C. Kendall, H. S. Talbot, Horace Rogers
- 1893 H. S. Talbot, Horace Rogers, L. E. Curtis
- 1894 1895-96 John C. Kendall, H. S. Talbot, Horace Rogers
- 1897 H. M. Cushing, A. L. Josselyn, R. B. Curtis
- 1898 H. L. Talbot, Charles L. Orne, John Lunt
- 1899 John C. Kendall, S. B. Holmes, George P. Coffin
- 1900 J. A. Brewster, S. B. Holmes, George P. Coffin
- 1901 George P. Coffin, S. B. Holmes, S. G. Brewer
- 1902 George P. Coffin, Willis Snow, S. G. Brewer
- 1903 Benjamin Coffin, S. B. Holmes, E. L. Porter
- 1904 E. B. Mallett, E. L. Porter, John Lunt
- 1905 Elmer L. Porter, E. F. Libby, Levi T. Patterson
- 1906 E. B. Mallett, E. F. Libby, Horace Rogers
- 1907 E. B. Mallett, Jarvis A. Brewster, Horace Rogers
- 1908 E. B. Mallett, Jarvis A. Brewster, Horace Rogers
- 1909 J. A. Brewster, John Lunt, Ralph E. Merrill
- 1910 J. A. Brewster, John Lunt, Ralph E. Merrill
- 1911 E. B. Mallett, E. L. Porter, John Lunt
- 1912 E. B. Mallett, E. L. Porter, Luther G. Cushing
- 1913 H. S. Talbot, L. T. Patterson, J. P. Coombs
- 1914 L. T. Patterson, H. S. Talbot, G. E. Bartol
- 1915 L. T. Patterson, L. G. Cushing, G. E. Bartol.
- 1916 L. G. Cushing, H. S. Talbot, W. W. Fish
- 1917 L. G. Cushing, H. S. Talbot, H. G. Fisher
- 1918 L. G. Cushing, H. S. Talbot, W. W. Fish
- 1919 E. L. Porter, H. S. Talbot, A. W. Goodwin
- 1920 E. B. Mallett, G. E. Bartol, L. G. Cushing
- 1921 E. L. Porter, H. S. Talbot, A. W. Goodwin
- 1922 L. G. Cushing, H. S. Talbot, Percy C. Pratt
- 1923 L. G. Cushing, H. S. Talbot, W. E. Libby
- 1924 E. L. Porter, T. H. Soule, Aubrey Ruggles
- 1925 E. L. Porter, A. Ruggles, H. S. Talbot
- 1926 E. L. Porter, A. Ruggles, W. W. Titcomb
- 1927 E. L. Porter, E. L. Varney, W. I. Merrill
- 1928 Ernest L. Varney, E. L. Porter, William I. Merrill
- 1929 Ernest L. Varney, E. L. Porter, William I. Merrill

1930	E. L. Varney, Robert V. Hunter, Raymond Brewer
1931	E. L. Porter, R. H. Brewer, Harry T. Lund
1932	E. L. Porter, R. H. Brewer, H. T. Lund
1933	R. H. Brewer, Harry T. Lund, Harrison Warner
1934	Harry T. Lund, H. Warner, E. L. Varney
1935	H. Warner, E. L. Varney, Leon C. Maybury
1936	E. L. Varney, L. C. Maybury, Geo. V. Hunter
1937	L. C. Maybury, G. V. Hunter, E. L. Varney
1938	G. V. Hunter, E. L. Varney, L. C. Maybury
1939	L. C. Maybury, E. L. Varney, G. V. Hunter
1940	L. C. Maybury, G. V. Hunter, J. R. Lavers

*Town Treasurers*

John Mann, 1789-98	Ammi R. Mitchell, 1853-61
Joseph Staple, 1799	Enos C. Soule, 1876
John Cushing, 1800-07	Amos Field, 1877
Maj. Thomas Means, 1808-09	John A. Briggs, 1878-85
Samuel Dillingham, 1810-13	Edmund B. Mallett, Jr. 1886-87
Samuel Porter, 1814-15	John C. Kendall, 1888, '89
Samuel Holbrook, 1816, 1818-23	Julius S. Soule, 1890-91
Barnabas Bartoll, 1817	Chas. C. Wiggin, 1892-98
Josiah W. Mitchell, 1824-27	William A. Davis, 1899-1903
Nathan Nye, 1828-35	John C. Kendall, 1904-06
Enoch Harrington, 1836-38	Willis H. Soule, 1907-1918,
Samuel A. Holbrook, 1839-47	1921-37
1852, 1863-75	Willis E. Libby, 1919-20
Robert S. Soule, 1848-51, '62	Mary A. Soule, 1938

*Town Clerks*

Nathan Wesson, 1789-1807	Ambrose Pratt, 1853-5
John Cushing, 1808-9	William H. Soule, 1856
Samuel Hyde, 1810-13	Edward S. Soule, 1862-1883
Nathan Nye, 1814-24	Edwin C. Townsend, 1863
Simeon Pratt, 1825-35	John C. Kendall, 1873-82
Ebenezer Wells, 1836-41	William A. Mitchell, 1884-94
Samuel Thing, 1842-3	Arthur W. Mitchell, 1895-1907
Nehemiah Thomas, 1844-9; '57-	Robert E. Randall, 1907-1932
61; '64-72	Alpheus G. Dyer, Deputized 1932,
Richard Belcher, 1850-2	Elected 1933

*Freeport's Revolutionary Soldiers*

Anderson, Jacob	Dill, Josiah	Reed, Jonah
Anderson, James	Carter, Daniel	Rogers, George
Anderson, Robert	Carver, Calvin	Rogers, Seth
Aldrich, Nathaniel	Chase, Benjamin	Small, Edward
Atkinson, William	Crocker, James	Soule, Barnabas
Bartol, George	Curtis, James	Soule, James
Bartol, James	Cushing, John	Sylvester, Thomas
Bartol, John	Googins, Richard	Talbot, Ambrose
Byram, Jonathan	Josslyn, Nathaniel	Talbot, Joseph
Byram, Melzar	Litchfield, Samuel	Talbot, Samuel
Brewer, Joseph	Maxwell, John	Townsend, Robert
Dennison, Abner	Means, Thomas	True, William
Dennison, David	Merrill, Moses	Tuttle, Zebulon
Dill, Enoch	Reed, Abraham	Webster, John

*Veterans of the War of 1812*

Aldrich, ———	Dennison, John	Merrill, Edward
Allen, Paul	Deven, Francis	Mitchell, Ammi
Anderson, George	Dillingham, Thos. R.	Mitchell, Edward
Bacon, George	Dunning, Robert	Mitchell, Joel
Bartol, Samuel	Eads, James	Mitchell, John
Belcher, Richard	Edes, Gideon	Mitchell, Joseph
Bennet, Andrew H.	Fitts, Richard	Mitchell, Nathaniel
Blackstone, Samuel	Fogg, Abel	Mitchell, Robert
Brewer, E.	Fogg, Saul	Nason, Thomas
Brewer, James	Grant, Watts	Noyes, John
Brown, Samuel	Hicks, George	Osgood, Silas
Carver, Isaac	Holbrook, Reuben	Paine, Charles
Chandler, Joel	Hooper, ———	Plummer, Jeremiah
Chandler, William	Johnson, Jotham	Randall, George
Clark, Francis	Jones, Simeon	Randall, Hiram
Coffin, Simeon	Jordan, William	Randall, William
Coffin, Thomas	Kilby, Thomas	Reed, John
Curtis, James	Knight, Abner	Reed, Joseph
Curtis, Samuel	Laurence, John	Rice, Calvin
Curtis, Stephen	Libbey, Josiah	Rice, Rufus
Curtis, Theodore	Lincoln, Daniel	Richardson, Joseph
Cushing, ———	Lincoln, Gershom	Rogers, Charles
Cushing, Rufus	Mann, Andrew	Rogers, John
Davis, Saul	Mann, James	Royal, Stephen
Davis, Samuel	Marston, Daniel	Sanborn, Paul
Dennison, Caleb	McGray, Samuel	Small, Daniel
Dennison, David	McKenney, Jedediah	Soule, Barnabas



Soule, Cornelius	Soule, Samuel	Tukesbury, Benjamin
Soule, Daniel	Soule, Timothy	Tuttle, William
Soule, Emory	Staples, David	Waldron, Jasso
Soule, Enos	Sylvester, Abner, Jr.	Ward, Nehemiah
Soule, Isaac	Talbot, Simeon	Ward, William
Soule, James	Townsend, Seth	Webster, Benjamin
Soule, Jesse	Townsend, William	Witherspoon, Robert
Soule, Joseph E.	Thoyts, Simeon	Woodman, Jonathan

*Civil War Soldiers*

Adams, Francis E.	Co. G 30th Reg.
Adams, James	Co. B 30th Reg.
Adams, John Q.	6th Batt.
Adderton, William	Co. G 25th Reg.
Died in Service	
Allen, Albion S.	Co. E 17th Reg.
Allen, B. C.	
Anderson, Andrew	Co. A 12th Reg.
Andrews, E. P. S.	Corp. Co. G 25th Reg.
Andrews, John H.	Lieut. 9th Reg.
Andrews, Tristram S.	Co. E 1st Cav.
Angelin, William	Co. F 30th Reg.
Bailey, Maciah A.	Co. E 30th Reg.
Banks, Evans C.	Co. G 25th Reg.
Banks, James H.	Co. E 13th Reg.
Barr, Charles F.	Lieut. Co. C 32nd Reg.
Barrons, Wm. C.	
Beal, Flavius O.	Co. G 25th Reg.
Bennet, Henry	Jersey City
Bennett, Wm. F.	30th Inf.
Bingford, Thomas G.	Unassigned Inf.
Blake, Thomas H.	Same as Monteith
Blake, William	Same as Stanley
Bragdon, Joseph	Co. E 13th Reg.
Brewer, Anderson, Jr.	Co. K 20th Reg.
Killed at Antietam	
Brewer, Charles E.	1st D. C. Cav.
Died in Hospital	
Brewer, Charles H.	Co. G 5th Reg.
Brewer, Henry C.	Serg. Co. G 25th Reg.
Brewer, Isaac D.	Co. K 20th Reg.
Brewer, James R.	32nd Reg.
Brewer, Joseph	10th Reg.
Brewer, Ormond	32nd Reg.
Died in Hospital	

Brown, Algernon		32nd Reg.
Brown, Charles S.		30th Reg.
Brown, Leonard	Co. G	25th Reg.
Byram, Rufus E.	Co. G	25th Reg.
Bubier, George, substitute		
Campbell, Wm. A.	Co. G	25th Reg.
Carver, George D.	Co. C	10th Reg.
Chase, Charles M.	Co. K	20th Reg.
Chase, James A.	Co. F	1st Cav.
Chase, Joseph E.	Co. F	1st Cav.
Chase, Wm. F.	Co. F	1st Cav.
Clark, Samuel J. Jr.		6th Reg.
Coffin, Ansyl B.	Co. E	13th Reg.
Coffin, George W.	Co. G	25th Reg.
Coffin, John W.	Co. G	12th Reg.
Coffin, Otis L.	Co. E	13th Reg.
Corey, Shepherd		3rd Reg.
Corliss, Samuel M.	Co. F	1st Cav.
Cross, Albion P.		
Cross, Eugene F.	Co. D	14th Inf.
Curtis, Horace	Co. G	25th Reg.
Curtis, Joseph D.	Co. B	30th Reg.
Curtis, Nelson	Co. G	25th Reg.
Cushing, Harris M	Co. G	30th Reg.
Cushing, James E. Serg.	Co. K	12th Reg.
Davis, Frederick T.	Co. H	20th Reg.
Imprisoned at Andersonville		
Day, James H.	Co. K	12th Reg.
Died in Service		
Dennison, Clement P.	Co. C	32nd Reg.
Died in Service		
Dennison, Emerson	Co. E	13th Reg.
Died in Service		
Dennison, George W.	Co. E	13th Reg.
Dillingham, Joseph W.	Co. G	20th Reg.
Died in Service		
Donihue, George L.	Co. I	29th Reg.
Dulac, Peter, substitute		3rd Reg.
Res. Skowhegan		
Dunning, John A.	Co. G	25th Reg.
Farr, David F.		8th Reg.
Farwell, Joseph	U. S. Army	
Field, Albion	Co. B	30th Reg.
Field, George	Mass. Regiment	
Field, Ira M.		20th Reg.
Field, James L. Sergeant-Major		32nd Reg.
Field, R. N. Serg.	Co. G	7th Reg.

Fish, W.	No organization
Fogg, Charles	Co. E 30th Reg.
Fox, D. B.	No organization
Garsiden, C.	No organization
Gillispie, Thomas	11th Reg.
Gould, Floris E.	Co. C 32nd Reg.
Gould, Samuel Jr.	Co. G 2nd Reg.
Grant, Daniel W.	Co. D 17th Reg.
Grant, Enoch T.	Co. K 20th Reg.
Grant, Joseph A.	Co. E 13th Reg.
Grant, Marshall A.	30th Reg.
Grant, Marshall	Co. E 13th Reg.
Grant, Walter S.	Co. K 20th Reg.
Died in Service	
Green, Henry Capt.	7th Unassigned Co.
Greene, James W.	Co. K 12th Reg.
Greenwood, Joseph	Co. F 11th Reg.
Gregg, William	Co. E 13th Reg.
Griffin, James H., drummer	Co. B 30th Reg.
Gurney, Thomas J.	Co. G 5th Reg.
Died in Service	
Hall, Levi	1st Army Corps
Hamilton, James, substitute	
Hanson, Thomas	1st Army Corps
Haskell, Augustus M.	Co. K 12th Reg.
Haskell, John L.	1st Army Corps
Hawkes, David R.	Co. G 25th Reg.
Higgins, Simeon P.	Co. G 25th Reg.
Hill, Wellington	Co. F 30th Reg.
Holbrook, James H. Serg.	Co. E 13th Reg.
Killed in Action	
Holmes, James E.	6th Reg.
Hughes, Patrick, substitute	
Johnson, Albert A.	Co. E 17th Reg.
Johnson, Arthur	25th Reg.
Johnson, Cyrus M.	Co. E 17th Reg.
Johnson, George W.	Co. F 10th Reg.
Jones, James J., substitute	
Jordan, David J.	Co. B 30th Reg.
Jordan, Eleazer W.	Co. K 12th Reg.
Died in Service	
Kendall, John C. Capt.	Co. E 30th Reg.
Kendall, W. C.	25th Reg.
Kendall, W. P. Corp.	Co. G 25th Reg.
Kimball, Wm. H., substitute	
King, Wm. D.	20th Reg.
Knight, S. M.	No organization



Knop, George A.	No organization
Lackey, Thomas	Co. G 25th Reg.
Lane, John	Co. K 15th Inf.
Lane, John A.	Co. G 25th Reg.
Lane, Peter	Co. K 12th Reg.
Imprisoned at Andersonville	
Lapham, A. J.	No organization
Lawrence, John	No organization
Leavitt, Wm. S.	6th Batt.
LeFerk, F.	No organization
Legassey, Joseph	10th Reg.
Lewis, John	Substitute
Libby, Greenleaf R.	Co. D 12th Reg.
Lincoln, Clinton	Co. E 17th Reg.
Lufkin, Rufus E.	Co. G 25th Reg.
Lyon, Andrew S. 1st Lt.	Co. K 5th Reg.
Mann, John D. Corp.	Co. G 25th Reg.
Mann, Thomas J.	Co. G 25th Reg.
Maybury, Wm. H.	
McFarland, Robert	Co. E 13th Reg.
McFarland, Robert H.	Co. E 13th Reg.
McFarland, Wm. C.	Co. G 25th Reg.
McKensie, Michael	6th Batt.
McLason, John	10th Reg.
Means, Daniel M.	Co. G 25th Reg.
Means, John T. Serg.	Co. D 12th Reg.
Means, Wm. N.	Co. G 25th Reg.
Melcher, Samuel G.	
Missing in Wilderness	
Merrill, Gilman	Co. G 25th Reg.
Merrill, Henry F.	Co. E 30th Reg.
Imprisoned at Andersonville	
Merrill, Moses Jr.	Co. K 12th Reg.
Died in Prison	
Merrill, Wm. F.	Co. K 20th Reg.
Killed at Gettysburg	
Metcalf, Ansel L.	Co. G 25th Reg.
Metcalf, George W.	Co. G 25th Reg.
Miller, John	10th Reg.
Milliken, Wallace	10th Reg.
Mitchell, Alonzo Serg.	Co. G 5th Reg.
Mitchell, Ansel L.	Co. G 25th Reg.
Mitchell, Fred H.	
Died of wounds at Gettysburg	
Mitchell, James E.	Co. E 17th Reg.
Mitchell, Mark M. Corp.	Co. G 25th Reg.
Mitchell, Parmenas	Co. G 25th Reg.

Mitchell, Samuel	Co. B 1st Vet. Inf.
Monteith, Henry C.	1st A.C.
Morrison, Henry, substitute	
Montruil, Ferma	10th Reg.
Moulton, Frederick	Co. D 20th Inf.
Mutter, Alonzo	Co. D 29th Reg.
Nason, Lewis	Co. G 25th Reg.
Nevens, Hiram	Co. G 25th Reg.
Nutter, Alonzo	Co. D 29th Reg.
Palmer, Darius L.	Co. K 12th Reg.
Patterson, Eben K.	12th Reg.
Patterson, Joel B.	Co. C 32nd Reg.
Pike, James H.	1st A.C.
Pinkham, George L.	Co. H 10th Reg.
Plummer, John H.	Co. K 30th Reg.
Polister, Joseph M.	1st D. C. Cav.
Died When Released From Prison	
Pratt, Thomas C.	Co. G 25th Reg.
Pratt, Thomas O.	Co. E 30th Reg.
Prescott, Charles E.	Batt. L 1st Heavy Art.
Randall, Albert	Co. D 1st Reg.
Randall, Alonzo	Co. G 25th Reg.
Randall, Elijah W.	No organization
Randall, George W. Capt.	Co. G 30th Reg.
Randall, Hiram	U. S. Army
Randall, John C.	
Reed, Francis B.	Co. I 7th Reg.
Reed, Frank H.	20th Reg.
Reed, Frank S.	Co. G 25th Reg.
Ring, Wm. D.	Co. H 20th Reg.
Robbins, Wm.	30th Reg.
Roberts, Wm. H. H.	Co. D 12th Reg.
Rode, J. K.	
Rogers, Albert T.	Co. G 25th Reg.
Rogers, Eli H.	Co. G 25th Reg.
Rogers, Seth O.	Co. C 31st Reg.
Sanford, Edward, substitute	
Sawyer, Joseph	Co. E 13th Reg.
Sherman, Robert W. Serg.	Co. G 25th Reg.
Sheppard, Carey, substitute	
Small, James M.	Co. G 25th Reg.
Smith, James	
Sonci, Jerre	10th Reg.
Soule, Benjamin F.	Co. G 25th Reg.
Soule, Charles H.	Co. E 13th Reg.
Soule, Edwin A., musician	Co. D 12th Reg.

Soule, Enoch C.	Co. B	30th Reg.
Soule, George W.	Co. G	25th Reg.
Soule, Julius C.		
Stack, William Corp.	Co. F	15th Inf.
Stanley, William	1st A. C.	
Staples, George H.	Co. E	15th Reg.
Stevens, Elbridge		8th Reg.
Stoddard, Edward E.		30th Reg.
Sweeney, George K.	Co. K	15th Reg.
Tade, Timothy	No organization	
Talbot, Josiah	Co. E	13th Reg.
Tarr, David F., substitute		
Tedford, John S.	Co. E	17th Reg.
Thomas, John H.	Co. B	Home Guard
Thomas, Wm. H.	Co. K	12th Reg.
Tenney, George F.	Co. E	17th Reg.
Townsend, Granville M.	Co. C	30th Reg.
Townsend, Joseph H.	Co. G	25th Reg.
Townsend, Reuben W.	Co. G	25th Reg.
Townsend, Walter S.	Co. B	30th Reg.
Tripp, Charles U. S. Army		17th Reg.
True, Luther	Co. E	30th Reg.
True, Reuben E.	Co. F	10th Reg.
True, William H., surgeon		20th & 25th Reg.
Tuck, John		20th Inf.
Walker, Albert	Co. G	25th Reg.
Walker, Timothy P.	Co. G	25th Reg.
Ward, Albert	Co. G	25th Reg.
Ward, Albion Corp.	Co. G	25th Reg.
Ward, Harrison	Co. G	25th Reg.
Ward, Henry	Co. G	25th Reg.
Ward, Joseph O.	Co. G	25th Reg.
Webber, Asa W.	Co. E	30th Reg.
Webber, Charles B.	Co. C	31st Reg.
Welch, Isaac D. Corp.	Co. D	15th Reg.
Welch, Thomas A.		30th Inf.
Wilson, Caleb H.		20th Inf.
Wilson, Elias S.	Co. G	25th Inf.
Wilson, Joseph	Co. G	25th Inf.
Wilson, Stillman	Co. H	10th Inf.
Winning, George		20th Inf.
Woods, Edward R.	Co. H	1st D. C. Cav.
Died in Service		
Woods, Edward W.	Co. K	Vet. Cav.
Wyman, Joseph D.	Co. E	13th Reg.
Wyman, Spencer M. 2nd Lt.	Co. K	20th Reg.



*Sailors of the Civil War*

Bibber, William	Farrington, John	Rogers, Frank
Brewer, Joel K.	Hyde, John A.	Rogers, William P., Captain
Carter, Albert	Katen, James	At Bombardment of New Orleans
Chadsey, George	Kelley, Barnard	Sherman, Edward C.
Chadsey, William H.	Kelly, John	Steele, Robert S.
Chase, Samuel W.	Means, Daniel M.	Stevens, Elbridge
Coffin, Joseph F.	Mitchell, Alvin D.	Stockbridge, Wm. H.
Dillingham, John M.	Moulton, John	Waite, Cephas K.
Imprisoned at An- dersonville	Murphy, Nicholas	Wilson, Joseph
Dunham, David	O'Connor, Patrick	Wilson, Peter
Dunham, David H.	Porter, Joseph N.	
	Pratt, Josiah N.	

*World War Veterans*

Allen, Charles E. Captain 1st Reg. FARD  
 Allen, Willard E. Navy  
 Anderson, Arthur C. 44th Co. 11 Batt. 151 Depot Brigade  
 Anderson, Randall D. 44th Co. 11 Batt. 151 Depot Brigade  
 Aubens, Carrol V. 21st Co. Coast Art. Corps QMC Fort Preble  
 Bailey, John K. Co. B Provisional Supply Train  
 Barnfield, Herbert R. 151 Depot Brigade. Died of disease, Sept.  
 24, 1918  
 Bates, Seneca L. Co. B. 36th Mach. Gun Batt.  
 Bean, Lester E. Co. C Student Corps Univ. of Me.  
 Bickford, Arthur E. 44th Co. 11th Batt. 151 Depot Brigade  
 Brown, Chester A. Navy U. S. Sub Chaser No. 247  
 Causland, Harold W. M.D. Dental Co. I, Camp Greenleaf, Georgia  
 Clement, Lincoln E. 151 Depot Brigade  
 Coffin, David M. Field Art. 101 Trench Mortar Batt. Overseas Oct.  
 1917 to Mar. 1919  
 Curit, Ronello B. Co. F 1st, 32nd and 82nd Inf.  
 Curtis, Harold N. Batt. B 151 Field Art. Overseas Aug. 1918 to  
 Apr. 1919  
 Curtis, Louis E. Jr. Navy U. S. S. *Virginia*  
 Davis, George E. Navy  
 Day, Guy H. Co. K, 56th Pioneer Inf. Overseas Sept. 1918 to June  
 1919  
 Dill, Harold S. Co. B 17th Overseas May 1918 to May 1919  
 Dill, Milton S. 151 Depot Brigade  
 Doucette, Arthur W. Navy  
 Drouin, Joseph Edward 3rd Co. Coast Art. Corps  
 Dunning, Freeland A. Navy  
 Dunphy, Elroy V. Navy

- Edwards, Dana D. Enlistment rejected. Enlisted in 116th Canadian Bn. Died in France
- Farrell, David F. 10th Co. Coast Art. Corps. Maine Nat. Guard
- Fogg, Merrill Navy
- Fogg, Neil A. 1st Lieut. Medical Corps. Overseas, Aug. '18 — June '19
- Foley, George H. 247 Field Hosp. 12th Sanitary Train
- Fowler, Forrest E. Batt. F 72nd Art. Overseas, Aug. '18 — Mar. '19  
Died of Disease
- Gauss, Stephen S. Batt. B 301 Field Art. Overseas, July '18 — Oct. '18
- Gill, John 16th Co. 4th Batt. 151 Depot Brigade
- Goold, Orrin S. Co. L 22nd Inf.
- Gould, Victor S. Field Hosp. 313 San. Train 304. Overseas, July '18 — June '19
- Gullifer, James T. 103 Tr. Mortar Batt. Overseas, July '18 — Mar. '19
- Guppey, Alfred 151 Depot Brigade
- Guppy, Charles H. 151 Depot Brigade
- Hanscome, John G. Naval Unit Bowdoin College
- Hanson, Axel H. Co. B 315 Engineers. Overseas
- Hescock, W. B. 151 Depot Brigade
- Holbrook, James L. Batt. F 72nd Art. Overseas Aug. '18 — Mar. '19
- Hunter, Leo E. QMC
- Hunter, Thomas Navy
- Johnson, Henry L. Co. K 73rd Inf.
- Kilby, Albert H. 151 Depot Brigade
- Lane, Frank R. Co. M 74th Inf.
- Lewis, William J. 1st Lieut. 805 Prov. Inf.
- Litchfield, Earle V. Navy
- Litchfield, Edward R. 151 Depot Brigade
- Litchfield, Neal Co. K 36th Inf.
- Lunt, Herbert P. Co. A 212 Field Signal Batt.
- MacMillan, Donald B. Ensign Navy
- Mansfield, Allen W. 2nd Lieut. QMC
- Marquis, Paul N. Field Art. Replacement Draft Camp Taylor
- Means, Hezekiah G. Sec. 607 U.S.A. Amb. Serv. Overseas Mar. '18  
— May '19
- Merrill, Albert D. Co. K 36th Inf.
- Merryman, Herbert W. Co. B 212th Eng.
- Miller, Charles G. Ensign Navy
- Millett, Clarence F. 2nd Prov. Anti AirCraft Batt. Overseas Mar. '17 — Dec. '18
- Millett, George E. 16th Co. Transport Corps Overseas Aug '18 — July '19
- Morrisson, George W. Serg. Co. D 313 Eng. Overseas Aug '18 — June '19

- Murdock, Alfred J. Co. C 326 Inf. Overseas Apr '18 — May '19  
 Nichols, Irvin H. CAC Fort Preble  
 Nugent, Thomas V. Co. M 74th Inf.  
 Oliver, Robert Sup. Co. 1st Field Art.  
 Peacock, Bertram S. Navy Machinist Mate  
 Peacock, Deane S. Medical Dept.  
 Peacock, Dorian Coast Guard, Navy  
 Peacock, Roland H. Capt. 60th Inf. Overseas Apr '18 — July '19  
 Peacock, Russell B. Navy Electrician  
 Powers, Gilbert H. Corp. Batt. F 72nd Art CAC Overseas Aug '18 — Mar '19  
 Powers, Harry A. Batt. F 72nd Art. CAC Overseas Aug '18 — Mar '19  
 Randall, George H. 2nd Co. 1st Batt. 151 Depot Brigade  
 Roy, Wilfred Co. E 319 Inf. Overseas July '18 — April '19  
 Ruggles, Benjamin Navy U. S. S. *Seattle*  
 Scribner, Charles N. 47th Co. 12th Batt. Depot Brigade  
 Snow, Burton F. Aviation Sec Signal Corps Overseas July '18 — May '19  
 Snow, George W. 2nd Lieut. Air Service  
 Soucy, Joseph Co. D 2nd Pion. Inf. Overseas July '18 — June '19  
 Soule, Arthur B. 151 Depot Brigade  
 Soule, Frank S. Co. C 103rd Inf.  
 Soule, Lawrence P. 151 Depot Brigade  
 Soule, Roderigue F. Serg. Co. K 3rd Batt. Chemical Warfare Service  
 Sporie, Walter R. 151 Depot Brigade  
 Stetson, Warren A. Co. D 303rd Inf. Overseas July '18 — June '19  
 Stevens, Leon C. Batt. 72nd Art. CAC Overseas Aug '18 — Mar '19  
 Stevens, Leroy P. 164th Depot Brigade  
 Stevens, Robert L. Batt. A 63rd Art. CAC Overseas July '18 — Feb. '19  
 Stilkey, Charles D. Amb. Co. 25 5th Sanitary Tr. Overseas June '18 — July '19  
 Stinchfield, Arthur W. Supply Co. 328 QMC Overseas Sept '18 — July '19  
 Stowell, J. Arthur Headquarters 103rd Inf. Overseas Sept '17 — June '18. Died of wounds June 16, '18  
 Stowell, Raymond W. Medical Dept. 103rd Inf. Overseas Sept '17 Apr '19  
 Strout, Fred A. Batt C 15th Field Art. Overseas Dec '17 — Aug '19  
 Strout, Lawrence C. Navy U. S. S. *New Mexico*  
 Swanson, Carl B. Serg. Batt D 47th Art. CAC Overseas Oct '18 — Feb '19  
 Swanson, Harry L. Navy U. S. S. *Wainwright*  
 Sydleman, Bernard W. 16th Co. 4th Depot Brigade



Thalheimer, John O. SATC Bowdoin College  
Titcomb, William W. 16th Co. 4th Batt. Depot Brigade  
True, Nathan F. Naval Tr Unit Univ. of Maine  
Tuttle, Raymond A. Medical Dept. 248th Field Hos. 12th Div.  
Tuttle, Rufus C. 16th Co. 4th Batt. Depot Brigade  
Varney, Cyril Batt. F 72nd Art. Overseas Aug '18 — Mar '19  
Ward, Jesse H. Co. E 401 Tel. Batt. Signal Corps Overseas Mar  
'18 — May '19  
Wetmore, Albert B. 10th Co. CAC Maine Nat. Guard Navy  
Wetmore, Earl F. Navy  
Winslow, Arthur F. SATC Univ. of Maine  
Winslow, Charles F. Batt. A 72nd CAC Overseas Aug '18 — Mar  
'19  
Winslow, Fred A. 156 Depot Brigade  
Winslow, Ralph D. Navy  
Wood, Walter F. SATC  
Young, Herbert L. Serg. Batt F 3rd Field Art. Overseas July '18 —  
June '19



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